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TOPICS - OF - THE - DAY

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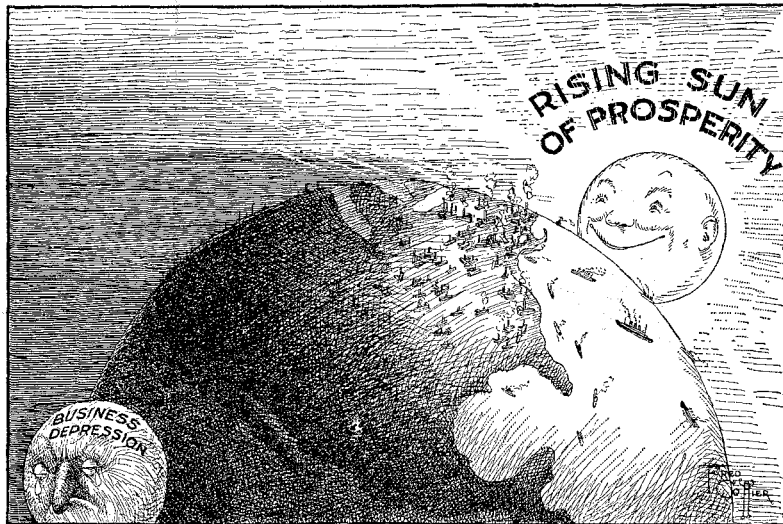
WHEN WILL GOOD TIMES RETURN?

AS DAY FOLLOWS NIGHT, and flood-tide follows ebb, so inevitably must the existing business depression some time come to an end and the inflooding tides of prosperity begin to rise. At least, so all our historians, economists, bankers, and financial authorities agree. But what the anxious business man asks just now is, "When will the tide turn, when will the dawn break, when will the buyer cease from striking and the wheels of industry again begin to revolve? To these questions, after a careful search of the daily and financial press, we are at least able to give an answer from men who should know hereof they speak. "The Federal Reserve monthly bulletin, *The Annalist*, the current report of the Harvard Committee on economic research, the review of the National City Bank," as it is noted in *The Nation*, "all agree in general expectation that the industrial depression accompanying the process of deflation will last into the spring, but that a revival is due to begin by March or April." Other authorities who venture predictions agree in a general way that while the depression is likely to be

more before it is better, there are already signs of improvement, and a definite recovery is to be expected, some say, by the end of the present month; others put the date anywhere from one to six months in the future. Mr. A. W. Douglas, who heads the committee on statistics of the United States Chamber of Commerce, in a report based on investigation throughout the country, makes the encouraging declaration that "we are near the bottom of the depression, or will be in the next thirty days." In a forecast prepared for *Forbes*, the banking and brokerage firm of Hornblower & Weeks asserts its belief "that the current industrial depression will end in February." Mr. E. G. Cattell, Philadelphia city statistician, predicted at a recent luncheon in New York that the end of the business depression will come in February or March, that from then on for a period of two or three months business would improve slowly, and by October should be going ahead at full speed. Frank F. Porter, chairman of the Finance Committee of the National Industrial Council, last month predicted better business conditions within ninety days. The Harvard economic committee holds to its forecast that "the recession of business now in progress will terminate by April, 1921." John Moody, the authority on securities, is

convinced "that a business revival will occur during 1921, and especially after the end of the first quarter; for such a revival is definitely foreshadowed by the present abundance of material and labor, and by the abundance of capital which we will probably soon see." The December letter of the Alexander Hamilton Institute contains a careful survey of the prospects of business revival. In the first place, it is asserted that the banking crisis was really passed in November, a statement supported in part by the drop in the interest-rates on call loans and time loans. "The prediction that money-rates will be much easier in 1921

is based by the certainty that both the farmer and retailer will have to pay off loans in large amounts during the coming months and that loan requirements in 1921 will be conspicuously smaller." There is thought likely to be little large-scale expansion by corporations before 1922, because of interest charges. "By the summer of 1921 conditions may favor a moderate degree of new construction work and retail buying, but during the first half of 1921 we shall have to pass through the



—Collier in the Boston Shoe and Leather Reporter.

period of liquidation which normally comes between prosperity and the point of complete readjustment." The low prices which come with depression bear in themselves the conditions necessary for revival. First, "they produce easier money conditions and stimulate the issue of bonds." Secondly, "low prices in themselves stimulate larger purchases. There are many thousands of people waiting to buy furniture, clothing, and luxuries when prices appear to be at the end of their decline." To this authority—

"It seems quite obvious that the purchasing power of the country will remain at a low level during the next six months. Wages in New England are heavily reduced. Business men feel considerably poorer on account of depreciation of inventories and a smaller margin of profits. This applies also to investors confronted with losses and reduced dividends. The farmers will enjoy little surplus income after selling their crops and will practise economy in buying luxuries and even essentials until the summer of 1921. Finally, the hope of a profitable export trade during the next six or eight months is not encouraging in view of Europe's poverty, as evidenced by the low value of foreign currencies, and the trade losses in Latin-America and the Orient following the recent panics in Japan, Cuba, Paraguay, Argentina, Brazil, and other Latin-American countries. It was

mainly because of inability to make collections in South-American countries that the American International Corporation passed its dividends last month. Indications are that bankers in those countries will require eight or ten months to emerge from their present difficulties."

To these definite predictions may be added the general statements of men like Herbert Hoover, E. H. Gary, J. Ogden Armour,



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"EVENTUALLY—WHY NOT NOW?"

—Jones in the New York Evening Post.

Francis H. Sisson, B. C. Forbes, and Guy Emerson, that the worst is probably over and that recovery may be expected soon. Mr. Forbes, in an analysis of the views of financial leaders in his magazine, comes to the conclusion that "the situation contains more favorable than unfavorable features, and indications point not to disaster, but to early betterment and to the setting in of genuine prosperity early in the new year." This experienced writer on business conditions lists separately what he considers the favorable and the unfavorable factors in the situation, as based on recent happenings. The unfavorable factors are:

"1. Pessimism among many business—not financial—men is running to dangerous extremes.

"2. Failures in November involved the heaviest liabilities in five years.

"3. Severe shrinkage in the market value of materials and stocks on hand has made borrowing extremely difficult in innumerable cases.

"4. The public, aggrieved over the exorbitant prices demanded earlier in the year, have not yet regained confidence in the stability of prices, no matter what cuts may be announced. In view of the downward trend, the placing of new orders is universally held up or curtailed to the limit.

"5. Reduction and passing of dividends, including, notably, the reduction of the American Sugar Company's rate, is having a depressing effect.

"6. The drop in most of the foreign exchanges to the lowest levels ever known is causing not only European but oriental and Latin-American buyers to stop or drastically curtail purchases from this country, a development which is admittedly of serious moment.

"7. The morality in the commercial world is to-day at such a low ebb that the courts are clogged with lawsuits arising from broken contracts, etc.

"8. Governmental expenditures threaten to average approximately \$4,000,000,000 annually for several years, thus blasting hopes of any very substantial lowering of taxation.

"9. The shrinkage of billions of dollars in the market value

of the crops is causing acute dissatisfaction among the agricultural population and, at least temporarily, militating against free spending.

"10. Unionized labor is blindly antagonistic to wage reductions, no matter how thoroughly reductions may be warranted by conditions."

Then the favorable developments are listed as follows:

"1. The government reports that harvesting weather has been ideal, and our 1920 crops are, on the whole, the most beautiful ever garnered, thus insuring ample supplies of foodstuffs for both man and beast.

"2. Our banking system is a bulwark against financial panic and altho interest rates, very properly, have been kept high to discourage inflation and overspeculation, bankers confidently predict easier monetary conditions within the next six weeks.

"3. Weeding out of unsatisfactory workers, rendered possible through the diminution in demand for goods and also transportation, has acted as a tonic upon labor, with the result that production per man is increasing substantially, thus lowering labor costs. Moreover, immigration is approaching the 100,000 mark per month. Strikes are no longer a menace.

"4. America's railroads are to-day functioning more efficiently than ever before in their history. Congestion is rapidly becoming a thing of the past. The ablest railroad president declares that industry and business can now count upon prompt satisfactory service.

"5. Readjustment in many industries has already been drastic, prices in not a few instances being back to prewar levels. On other lines deflation is proceeding at such a pace that bottom ought to be reached within a month or two. In the view of most authorities, the worst of the unsettlement incidental to price cutting has already been experienced, and they look for early symptoms of steadiness.

"6. The deadlock in buying, which has been extremely acute, is expected to break in the very near future, as a vast number of concerns have been operating from hand to mouth, and the public, as a rule, have been rigidly using up their old supplies in the sure belief that they will be able to fill their needs at much lower prices. These lower prices are rapidly being made available.

"7. The election results have been favorably interpreted by the financial and business world, thus installing an underlying feeling of confidence.

"8. Faith in the outlook for 1921 is so strong in the higher



"WOULD YOU MIND GIVING A LITTLE OF IT BACK?"

—Orr in the Chicago Tribune.

financial and industrial circles that ambitious plans are being made for the launching of new enterprises and the expansion of existing ones. The wave of unbridled extravagance which engulfed the country during the inflated boom has passed, and money is now being saved in sufficient amounts to justify

enterprising leaders in counting upon being able to raise the capital necessary for their projects—a factor of great magnitude.

"9. All fears of Bolshevism overrunning the world have disappeared and clamor in this country for such revolutionary nostrums as the 'Plumb Plan' is dying out. Lloyd George's

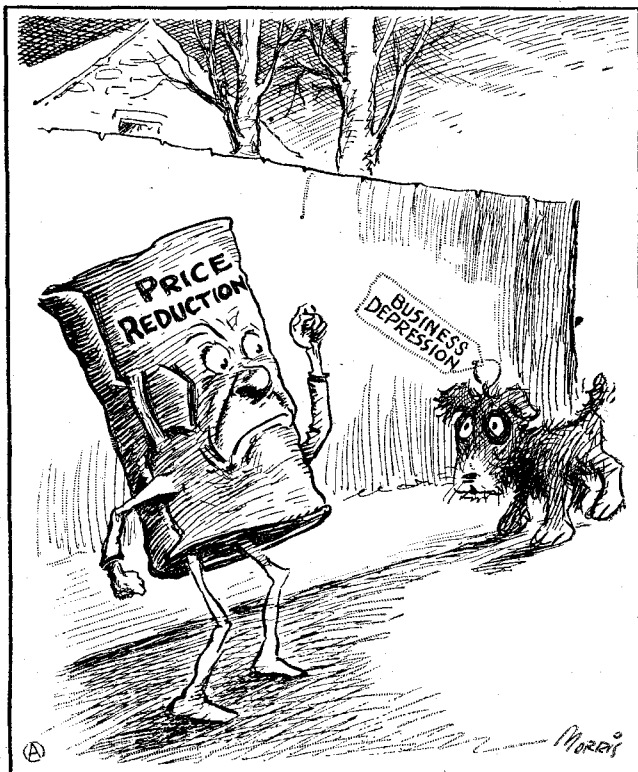
"8. A reduction in taxation may be expected. This especially applies to business and profits taxation.

"9. Recent political elections show that the mass of people are at heart conservative and can be counted on to back up a business man's government.

"10. The war made the United States the richest country potentially in the world."

That in these dull days the foundation is being laid for better and healthier business in the not distant future is a point on which such authorities as Charles M. Schwab, Governor Harding, of the Reserve Board, and Mr. Barron, of *The Wall Street Journal* and *Boston News Bureau*, all agree. We have been wasteful and extravagant, says Mr. Schwab in a public address, and are now "getting relieved of the impurities of our business life." "The dose is distinctly unpleasant" and the process may take some little time longer. "But the patient will in time be cured, and when he is cured the great body of American business will emerge with a vigor and an energy the world has never known before." Governor Harding, of the Federal Reserve Board, agrees that "periodic depressions in business are as beneficial as rests on a long journey."

All these cheerful statements from the headquarters of big business and high finance naturally call forth from the daily press many optimistic editorials, which emphasize the fundamental basis of national prosperity, in our wealth, in our national resources, and in the intelligence and enterprise of our people. The elder Morgan's advice never to be a "bear" on the United States is widely recalled. What we all need these days, the *New York World* contends, is "a little more old-fashioned American



"QUIT FOLLOWING ME!"
—Morris for the George Matthew Adams Service.

declaration that 'things are getting better' in Europe is accepted as the literal truth.

"10. The cost of living has gone down 20 or 25 per cent. and will fall more, thus paving the way for peaceful readjustment of wages.

"11. Our security markets have stood up extraordinarily well in face of the avalanche of unsettling incidents, and there has not been a single financial failure of importance.

"12. Finally, the health of the American people is splendid; faith in the stability of the country is strong; the spirit of enterprise in influential circles is undaunted. Our resources are illimitable, and, of more moment at this time, we are within sight of adequate capital to develop them, more efficient labor to handle them, better railroad facilities to transport them, more American ships to carry them overseas, and a steadily recuperating world to buy our surplus."

Some of these points are included by Roger W. Babson in the list of ten "factors which to-day foretell business prosperity," that the statistician mentioned in a recent address in New York:

"1. The great mass of people still have the government bonds which they bought during the war. Until these are sold, there will remain a big reserve-buying power.

"2. Millions of dollars which heretofore have been spent for drink are now being spent on the building of homes, the buying of comforts, and general merchandise.

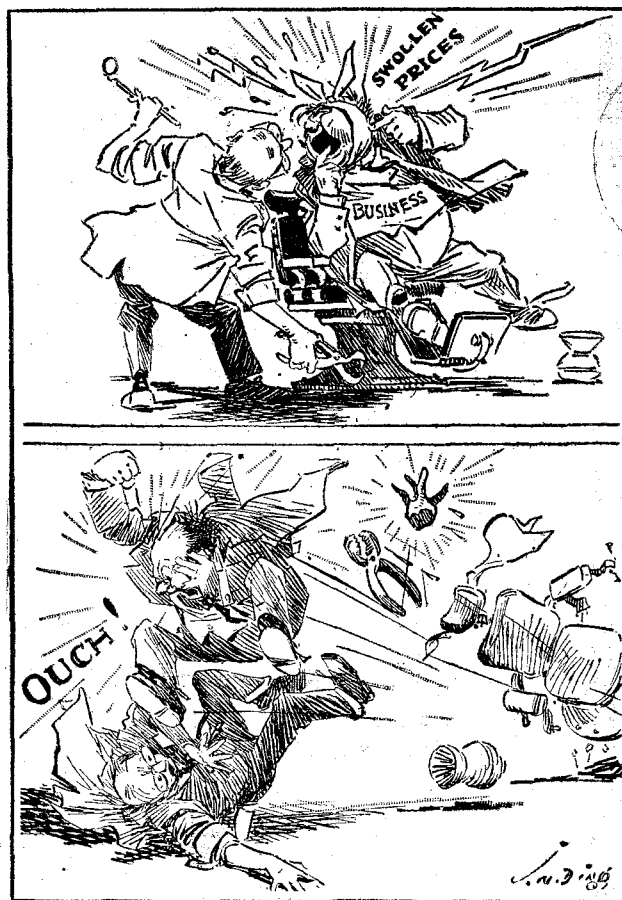
"3. The banking system of the United States is more flexible than it has ever been during any preceding period of financial stress.

"4. National advertising has come to stay, and is destined to be a great force in the producing and steadying of business.

"5. The war has resulted in the standardization of many lines, which causes greater efficiency in production.

"6. An impetus has been given to foreign trade which will continue for many years, especially as we now have a great merchant marine.

"7. Seasonable fluctuations in manufacturing and selling are being eliminated.



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NEXT TIME LET'S INSIST ON AN ANESTHETIC!

—Darling in the *New York Tribune*.

confidence and optimism." According to *The World*, "any American blest with reasonable health who insists on taking his own troubles seriously should be sentenced to six months in Europe, where there are real troubles and where life itself is a daily battle for mere existence."

THE NEW KINGDOM OF JUGO-SLAVIA

"A PRODUCT OF INTELLECTUAL FORCES," is what one of the most competent of British publicists calls the newly formed state of the Serbs, Croats, and Slovenes; and, therefore, he says, it "offers peculiar difficulties to the Anglo-Saxon imagination." The binding element of the new amalgamation is called "the sentiment of a racial unity transcending political and religious divisions." This conception of Jugo-Slavia is summed up in the reply of a deputation of Serbs to the question, "What do you understand by a nation?" The question was put in 1848, when the Serbs were petitioning for recognition of their national language in the Magyar state, and they replied: "A nation is a race which possesses its own language, customs, culture, and enough self-consciousness to preserve them." According to this view, a single nation could exist divided among several political rulers, and in this sense, we are told, the Kingdom of the Jugo-Slavs has existed for many years. Political organization came in those dark days of 1917, when the present Kingdom's territory was altogether in the hands of the enemy, and the Government had fled, with the remnants of the army, to the Greek island of Corfu. There on July 20, 1917, the so-called "Declaration of Corfu" was signed by "the President of the Council, Minister of Foreign Affairs of the Kingdom of Serbia, Nikola Pashitch, and the President of the Jugo-Slav Committee, Dr. Anton Trumbic." This declaration, practically all of whose terms have since been put into effect, runs, in its most essential parts, as follows:

1. The state of the Serbs, Croats, and Slovenes, who are also known by the name of Southern Slavs or Jugo-Slavs, will be a free and independent Kingdom, with an indivisible territory and unity of power. This state will be a constitutional, democratic, and parliamentary monarchy, with the Karageorgevitch dynasty, which has always shared the ideals and feelings of the nation in placing above everything else the national liberty and will at its head.
2. The name of this state will be the Kingdom of the Serbs, Croats, and Slovenes, and the title of the sovereign will be King of the Serbs, Croats, and Slovenes.
9. The territory of the Serbs, Croats, and Slovenes will comprise all the territory where our nation lives in compact masses and without discontinuity, and where it could not be mutilated without injuring the vital interests of the community.
10. The Adriatic Sea, in the interests of liberty and equal rights of all nations, is to be free and open to all and each.
11. All citizens throughout the territory of the Kingdom are equal and enjoy the same rights in regard to the state and the law.

The present Kingdom, whose largest recent difficulty is vanishing with the suppression of d'Annunzio and the creation of the "Free State of Fiume," is credited, by the current issue of "The Statesman's Year-Book" (Macmillan) with a total area of 101,246 square miles, and a population of 14,318,893. Basically, there is little difference between the Serbs, Croats, and Slovenes, making up the population. The sole difference between the Serbs and Croats, writes Vladislav R. Savic, former head of the Serbian Foreign Office's Press Bureau, in a recent volume entitled "Southeastern Europe" (Revell), was, as recently as medieval times, one of religion. "Western tribes fell under the influence of Rome and became Roman Catholics; the eastern tribes came under the influence of Byzantium and embraced Greek Orthodoxy." Religious antagonism, however, "appears on the whole to have been conspicuous by its absence," according to a handbook, "The Jugo-Slav Movement," prepared by the British Foreign Office (London, 1920). "There is a Jugo-Slav proverb, 'A brother is dear, whatever his faith'; and, in fact, the tie of blood and language seems to have counted for more than religious differences." In spite of the political barriers which have impeded intercourse, their language, says this authority, is at the present day uniform to such a degree that its

extreme varieties, as spoken by the Croats of the Save Valley and by the Herzegovinian Serbs of the Narenta, differ less than do the dialects spoken in different counties in England.

The Slovenes, tho belonging to the same great South-Slav family, received a special impress from their long domination by the Austrian Duchies and the Hapsburg dynasty. Their speech, says the British handbook quoted above, is a distinct variety, but intelligible to their Serbo-Croatian neighbors. For some time, we are told, an educational literary movement has been at work among them, tending toward linguistic assimilation with the Serban-Croats. "From close contact with German and Italian elements in the towns," this authority continues, "the Slovenes have been able to obtain a relatively high educational standard. They alone among the Jugo-Slavs were affected by the Reformation; and, tho the movement was finally stamped out by the Counter-Reformation, it may be said that something of its spirit survives in the temper of the Slovene people."

Napoleon may be considered one of the founders of the present Kingdom, for the literary and linguistic movement which developed in the first half of the nineteenth century and is associated with the name of Vuk Karadzic, was greatly stimulated by the French conqueror's creation, in 1809, of the Illyrian Provinces. The British Foreign Office historian presents this résumé of the subsequent history of the nation:

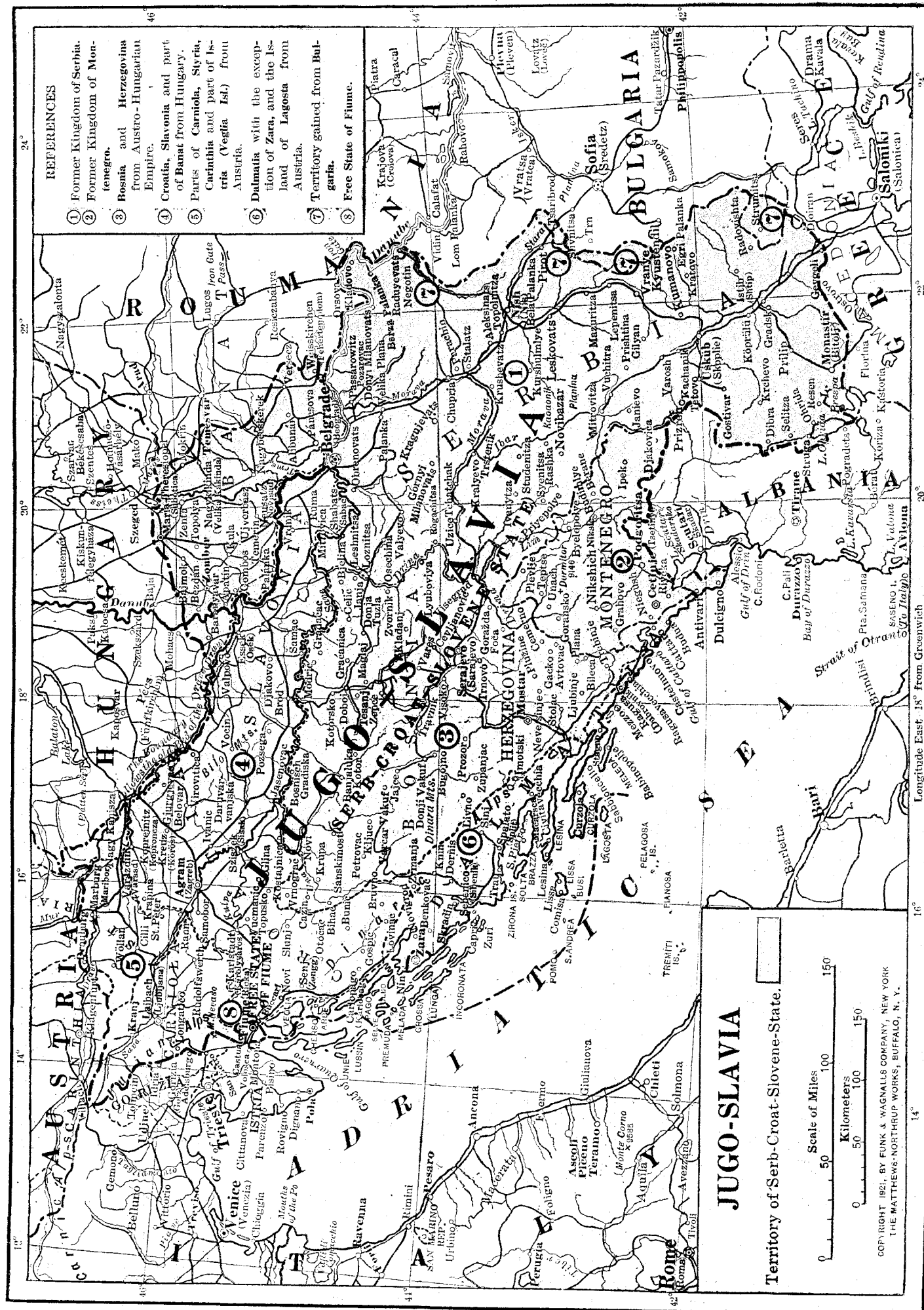
"The new provinces, which included the greater part of the Slovene lands, the Croatian littoral, and Dalmatia, were designed to be a French outpost on the high road to the East and a fortress on the flank of Austria; hence Napoleon deliberately aimed at uniting in them considerable Slav populations under a government sympathetic to their national spirit. The abolition of the frontiers which had hitherto divided them and the material and intellectual progress which resulted from the able and enlightened government of the French made on the subjects of the new state an impression which was never effaced. 'Illyrism' became the watchword of the next generation of political thinkers; but in their definition of Illyria they included, besides Napoleon's provinces, all lands inhabited by Jugo-Slavs, to whose ultimate union in some yet undefined form they now began to aspire. The revolt of Serbia and her emancipation from Turkish rule, after a heroic struggle, promoted this ideal at a time when political and religious considerations alone would have favored the narrower Napoleonic conception.

"The labors of Vuk Karadzic, the founder of modern Jugo-Slav culture, gave a solid basis to the ideas of the Illyrists. One great obstacle to the spread of Illyrist ideas was the fact that, while one vernacular was spoken by the whole race, there was no standard literary language. Vuk, strongly interested from the first in the speech and traditions of his people, had already begun to write in the vernacular. His great dictionary, whose second edition (1852) satisfied the most exacting standards of western scholarship, fixt the forms of the literary language at the time, and remains a linguistic authority of the first importance.

"In the second half of the nineteenth century, and especially after the union of Croatia-Slavonia with Hungary, the Jugo-Slav idea was most actively promoted in Croatia, where its most notable champion was Bishop Strossmayer (1815-1905)."

Montenegro, included in the new state in spite of some objections on the part of its former rulers, has lately inspired a resolution of protest signed by some fifty prominent members of the British Parliament, including Viscounts Bryce, Gladstone, and Curzon. This protest, as reported by *Current History* (New York), reads:

"Having regard to the most gallant services rendered by Montenegro, the smallest of our Allies, and to the heavy cost she has sustained, her people have the clear right to determine their future form of government; it is, therefore, necessary that a Parliament should be elected under the Montenegrin Constitution to decide this question, free voting being secured by the withdrawal of all the Serbian troops and officials at present occupying the country."



DOUBTFUL "AID" FOR THE FARMER

SO MANY AND VARIED HARSH NAMES are used by the press of the country to describe the Fordney Emergency Tariff Bill, designed to aid American farming interests through a high protective tariff on imported agricultural products, that it is next to impossible to chronicle them all. Admittedly evolved without hearings, and without assembling and considering expert testimony; reported by the House Ways and Means Committee, and passed "between sunrise and sunset," in the words of the *Boston News Bureau*, the bill is looked upon as "vicious class legislation" by the *Seattle Times*. "It is a bad piece of business, because it fixes import duties none of which is reasonable and some of which are grotesque," thinks the *New York Herald*, which admits, however,



SELLING HIM ANOTHER GOLD BRICK.

—Kirby in the *New York World*.

that, as a newspaper, it "is in favor of reasonable tariff help for the American farmer." Purporting to aid agriculture and certain allied industries by giving them for ten months a practical monopoly of the American home market, it is classed as "fragmentary, faulty, and lop-sided" by the *Detroit Free Press*; "a gold brick," by the *Rochester Times-Union*; "cheap political buncombe," by the *Chicago Tribune*; "a crude, impractical, and dangerous procedure," by the *Dayton News*; and "a meaningless sop to the farmers," by the *Boston Globe*. "It is worse than all this," declares the *New York World*; "it is a fraud upon the farmers, and crooked from its first line to its last." As if this were an insufficient indictment, the *Louisville Courier-Journal* assures us that "it will be an intolerable burden upon every one who eats food and wears clothes," and the *Chicago Tribune* accuses Congress of "building political fences when it ought to be building economic foundations." A tariff that "is going to raise the price of a barrel of flour, a loaf of bread, or a mutton chop . . . in times like these deserves the condemnation of the country at large," thinks the *Boston Post*, which also points out that "of the Massachusetts Representatives in the National House only one voted for it."

Party lines were ignored in the vote for the Fordney bill, and but three hours were consumed in general debate, notes the *New York Times*. It is estimated that if the bill should pass the Senate and become a law, about \$100,000,000 in duties will be collected. "But," the *New York Dry Goods Economist* reminds us, "this is upon the assumption that the products will come in despite the high rates of duty." The rates of duty

provided in the measure, according to the *New York Tribune*, are as follows:

"Wheat, 30 cents a bushel; wheat-flour, 20 per cent. *ad valorem*; corn or maize, 15 cents a bushel; beans, 2 cents a pound; peanuts, 3 cents a pound; potatoes, 25 cents a bushel; onions, 45 cents a bushel; rice, uncleaned, 1¼ cents a pound; rice, cleaned, 2 cents a pound; lemons, 1¼ cents a pound; peanut-oil, 26 cents a gallon; cottonseed-, coconut-, and soya-bean-oil, 20 cents a gallon; cattle, 20 per cent. *ad valorem*; sheep, one year old, \$2 a head; sheep, less than one year old, \$1 a head; fresh mutton and lamb, 2½ cents a pound; long staple cotton, 7 cents a pound, with a compensatory duty of 7 cents a pound in addition to existing rates upon the manufactures thereof; unwashed wool, 15 cents a pound; washed wool, 30 cents a pound; scoured wool, 45 cents a pound, with a compensatory duty of 45 cents a pound in addition to existing duties upon the manufactures of wool."

W. W. Jermaine, writing in the *Seattle Times*, tells us that:

"The bringing forward of the tariff is an indirect admission that the initial plan to salvage the situation by the use of the War-Finance Corporation will not meet the emergency. Something additional must be done. It is coming to be better understood that causes deeper than mere scarcity of credit are responsible for the price recessions of the last three months. A steadily increasing group of men in both Houses of Congress are convinced of the soundness of the view that the causes are so deep and fundamental that they can not be reached by a legislative fiat, such as price-fixing, or any legislative amelioration."

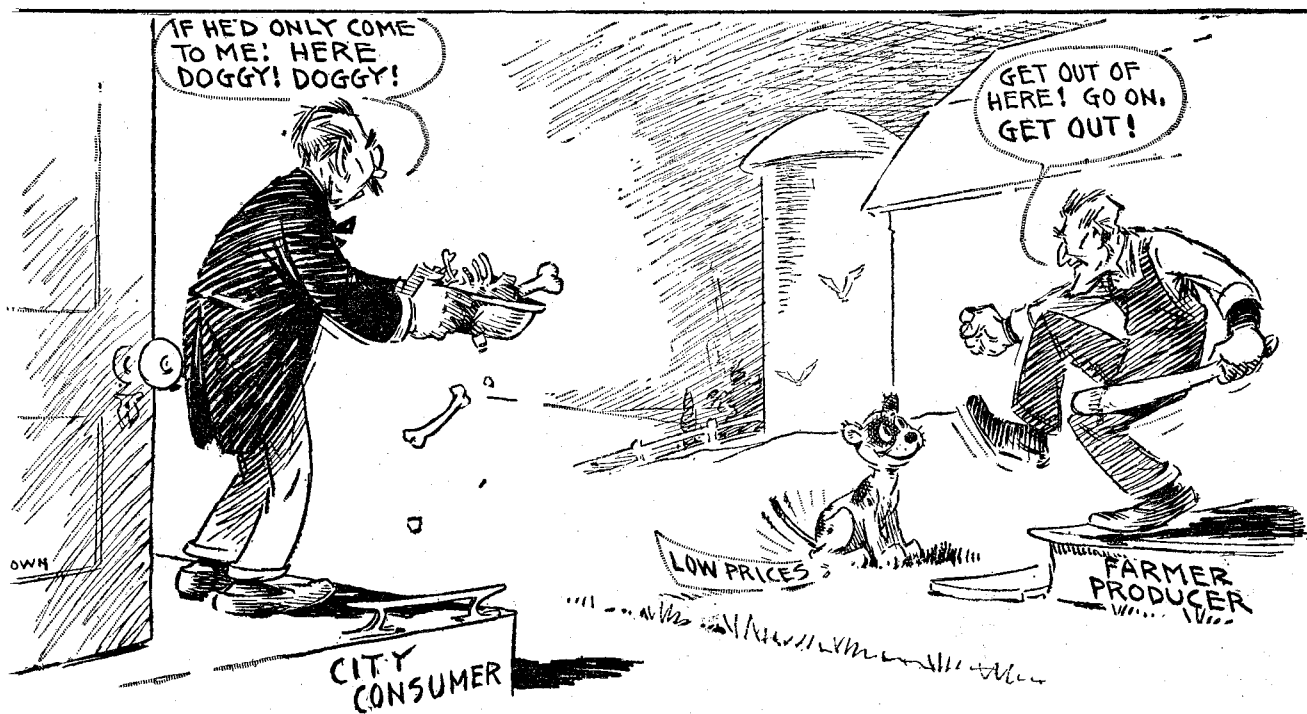
"Agriculture, the great basic industry without which the nation would starve to death in a month, should be encouraged and aided in every way possible. But Congress should first be sure that its efforts in this direction are along sound economic lines," points out the *Columbus Ohio State Journal*. "What the farmer needs is a world market, not protection," thinks this paper. "Tariff revision we need, but not emergency tariff patchwork," asserts the *Boston Transcript*. "The present crisis," believes *The Transcript*, "can not be met by arraying the consuming areas of the country against the producing areas; raising the price of flour and of meat by a purely artificial process means robbing Peter to pay Paul." "Every one must keenly sympathize with agricultural producers, whose harvest this year is worth some five billions of dollars less than last year's harvest sold for," remarks the *Springfield Republican*. "But," it continues:

"The passage of some of the proposed bills for the special benefit of producers should be considered with reference to that great class of consumers that work for salaries and wages. In many industries wages are going down. The textile industry is already affected in this way. The iron and steel industry is following suit. These wage reductions are being justified on the ground that the cost of living has fallen. But if the prices of food and clothing are to be kept up to a degree by Congress through legislation, the economic argument for wage cuts will be seriously weakened. In short, the whole readjustment process may be thrown out of gear by the acts which Congress now contemplates."

The opponents of the measure, we read in the *Kansas City Journal*—

"Argued that higher living costs, so far as farm products are concerned, will be inevitable and that this is a poor time to raise the cost of food and clothing. The friends of the bill contend that its result will be to protect the farmer from the disastrous importation of agricultural products and that there is no reason for believing that the cost of American farm products will be materially increased over a selling price which includes a necessary profit to the farmer."

"But this country imports such a small amount of farm products that the efficacy of the emergency tariff measure probably would not be very great in any case," argues the *Raleigh News and Observer*. Therefore, concludes the *Indianapolis News*, "it is necessary to charge the Congressmen who voted for the measure with disregard for the general welfare, since they voted to raise prices and lift taxes for every class but one, and for every



HANGING AROUND THE WRONG HOUSE.

—Brown in the Chicago Daily News.

ly but the farming industry, and this at a time when the are clamoring for lower prices and lower taxes." Thinks

ew's:
e bill, should it become a law, would not open a single t for our farm products, but would, on the contrary, limit the foreign demand for them. It would tend to the volume of our foreign trade, which is already falling d greatly increase the difficulty with which our debtors i have to contend in meeting their obligations to us."

ady, say dispatches, Canada and Argentina are talking of reprisals, measures which they "believe it in the interests i country to avoid." In this account, thinks Representative-aine, of Illinois—

is an unfortunate thing, just when we are reaching out for i markets. The bill is unfair to every consumer, every acturer, and every farmer in the United States, and it will he farmer worst of all. The farmers must export their s to foreign markets, and now they will be deprived of this aliation."

le from the manner in which it may affect our export trade ll is objectionable, says Representative Rogers, of Massa-ts, because it is sectional.

ie-third of the wage-earners of the United States are en-in manufacturing and mechanical industries. About one-of the population lives directly upon the wages of those eal in manufacturing and industry. But there is no line of tion in this bill for those millions. The framers of this tion have not even thought of them. The result of this on them is to maintain or even increase the cost of things at and wear.

riculture needs a protective tariff, but so does industry. w England the situation is critical and grows worse daily. are thousands of workers calling for help. One-fourth of en and women workers are idle. More than one-third of xtile workers are unemployed to-day."

on so, stoutly maintains the Fargo (N. Dak.) *Courier-News*, farmers have the right to demand protection." And the o *Blade*, while it declares that the "consumers of the cities the most claim upon consideration," reminds us that o millions must remember that their interests as producers far more importance than their interests as consumers." xplains *The Blade*:

he farming class constitutes a tremendous purchasing

force. As it prospers and buys manufacturing and marketing classes prosper. As it suffers, it reacts upon the manufacturer, the wholesaler, the retailer, and their armies of employees. Nor does the reaction stop there. It involves the people who depend upon the purchasing power of the manufacturers, the wholesalers and retailers, together with their thousands of workers. Undoubtedly one of the strongest factors connected with the industrial depression of to-day is the loss of the purchasing power of the agricultural districts. It avails the consumer very little if he can buy bread a cent or two cheaper than he could a few months ago and still, because of unemployment, must eat less bread. Far better for him is the dependable wage than a rock-bottom price for his meat and his flour."

The New York *Tribune* likewise defends the farmer. Concludes this paper:

"The case for higher tariff duties on farm products is simple. The American farmer did his part in the war. He received government-regulated prices for his chief products, unless he was a cotton-planter. The recent sharp decline in wholesale foodstuffs prices has hit him harder than any other large producer—harder, perhaps, than anybody else. Since November, 1919, there has been an average decrease of 10 per cent. in wholesale commodity prices. But farm products have shown a decrease of 31 per cent. Even clothing prices declined only 28 per cent.

"Agriculture thus has suffered disproportionately in the process of price readjustment. Too rapid contraction in such a basic industry must have an injurious effect on trade and industry generally. The Government is justified in extending relief to the agriculturist, especially relief which will result from checking foreign competition. The farmer is entitled to a breathing spell, at least, until the price reductions on the things he buys have a chance to catch up with those on the things he sells.

"A tariff duty on an article like wheat, of which we usually have a surplus for export, is not a flat addition clapped on the domestic price. World market conditions interfere with such a process. But it will help to offset the exchange advantage which the Canadian seller now enjoys. He has every inducement, as the Argentine seller also has, to market his wheat in this country because the dollar he receives here is worth more than his own dollar or its *peso* equivalent.

"In the case of wool and woolen goods a tariff duty goes, roughly speaking, into the domestic price. With other commodities named in the Fordney bill a part of the duty goes in. But with farm products as low as they are, the increment, whatever it may be, will not put a serious added burden on consumption. For some time to come it will help the farmer, and if it relieves his pinch it will also help to steady the general decline in prices."

THE EMPLOYER'S DUTY TO EMPLOY

"KANSAS BREAKS OUT AGAIN," "Wages for Idlers," "A Startling Decision in Kansas," were the titles of some of the editorials in the daily press discussing the opinion of the Kansas Industrial Court in the Topeka millers' case, which was widely advertised in the news columns by such head-lines as "Capital Must Care for Skilled Help in Dull Times." The false impression thus created moves the *Wichita Eagle* to charge that "publicity drives are being made by known and some unknown forces to create the impression that the Kansas Industrial Court has decided that capital must furnish employment for skilled labor during dull times." "No such order is on record," declares this Kansas paper, which explains that the flurry of editorial excitement was caused by failure to distinguish between a judicial opinion and a judicial decision. Judge W. L. Huggins gave an opinion that "skilled and faithful employees should be given such treatment as will enable them during the period of limited production to support themselves and their families." This, insists *The Eagle*, "is no more a decision than were the court to quote the Golden Rule." And Judge Huggins apparently confirmed this view when he said to a Topeka correspondent of the *Kansas City Journal*: "The court does not order that the employers must pay employees while the mills are closed down."

The case was an appeal to the court by employees of seven Topeka flour-mills, these employees charging that the mills were curtailing production in an essential industry in order to boost prices, and were unlawfully forcing workers into idleness. The case was dismissed, the court holding that the mills, which are operating at about 60 per cent. capacity, did not violate the Industrial Court law in curtailing production, because there is an abundance of flour, and therefore the public welfare is not jeopardized. The evidence showed that in the Topeka mills "skilled men are being paid a monthly wage and are, therefore, drawing pay whether the mill is running or not." "So far as it is possible to do so," said Judge Huggins, "this rule should be recognized in all the mills of the State, for it is necessary to the promotion of the general welfare that skilled and faithful workers always should be available for these essential industries which so vitally affect the living conditions of the people." Illustrating his point by a hypothetical case, the judge went on to say:

"Let us suppose that a flour-mill regularly employs fifty men. Let us say that under conditions like those which Kansas millers are now facing they are unable to run their mills full time. We will say that thirty-five of the fifty men they have employed are men who are skilled, who have been faithful in the performance of their duties, and who are essential to the operation of the mill under normal conditions. Then it is up to the mill management to provide these thirty-five men with work and keep them and their families going until such a time as they again become essential in the operation of the mill and in the production of necessities."

This opinion, thinks the *New York Globe*, is "little more than a rhetorical flourish"; but the *Emporia Gazette* regards it as "new and revolutionary," because "it in effect clothes with a right not unlike the property right the workman's right to his job in a going necessary industry." Moreover, it is "fundamentally right" and "in line with modern economic thought," according to this Kansas paper, which goes on to say:

"The right of capital to interest upon its investment is a right which should be recognized only in connection with the right of labor to steady employment at a living wage, and capital's right to interest should run alongside of labor's right to a job."

"A skilled laborer is as necessary as capital and should be conserved by the courts. The basic principle of the Kansas Industrial Court law is founded on this principle that capital

has no special privileges over labor in industry. Judge Huggins, of course, will be denounced by capitalistic editors as : lutionary radical, for he is attacking capital in its w point. But tho his decision marks a pioneer trail, w decade all the world must come abreast of it, and go further; and when we have established labor's right to a parity with capital's right to interest, Socialism is whipl own ground."

As to the humanity of this opinion, and its justification on the grounds of abstract reason, remarks the *New York Times*: "there can be little question." For "if labor may be abridged in its right to strike, so capital may be abridged in its right to discharge." But *The Times* goes on to say:

"On the nearer view the cases do not run exactly parallel. Last winter the miners deliberately combined to take a course of action that they knew would work the utmost hardship on the public. This winter the responsibility does not rest on the employers, who are themselves fellow sufferers with workmen; yet the court looks to them alone for the remedy. Even on the grounds of abstract reason it would appear that the laborer is to be coerced in behalf of the public, then in behalf of the public and not the individual employer who should walk away when the boot is on the other foot."

"Even the remedy of State unemployment doles has not worked quite perfectly; in England it has been found to encourage inefficiency and slacking. If the payments are exacted from the employer, they will be less likely to lead to abuse; but scarcely be possible to avoid the penalty of all similar expedients. By increasing the cost of production they would injure business to other and less humane States. There is, moreover, to be an intention to discriminate between workers who are more skilled and faithful and others who are not. A committee appointed by the court is to draft 'rules and regulations' covering such matters. It is not unlikely to do so. A difference between abstract and general justice and that which is individual and concrete."

An ominous step toward paternalism is seen by Professor Samuel Gompers of the American Federation of Labor in his attitude of the Kansas Industrial Court. In a warning issued through the United Press he says:

"Those who applauded this principle are those who applauded the Kansas Industrial Relations Court since its creation. They call this ruling another proof of the fairness of the court and the idea behind it."

"This principle of government or court regulation of the conditions, of hours of labor, of wages is the principle of paternalism in government. It is the idea on which the Soviet and communist state is based."

"The Soviet Government of Russia started out based on the principles of paternalism. They became slaves."

"I do not think the principle of paternalism a good thing for the people of America."

"Some employers now seem to be misled into helping the movement toward paternalism. The movement is backed by certain few big employers who know exactly what they want. Their desire is not paternalism and government regulation of their factories and profits."

"But they want government help or paternalism if they get it for a time until they shall have established an industrial oligarchy in which they shall be dictators and trades unionists shall have been destroyed."

To which Judge Huggins replies:

"As I understand it, the Bolshevik idea in Russia is the idea of a class, to wit, the working class. Democracy means the rule of the majority without regard to class. The nearest approach to Bolshevism in the United States is what is called 'economic pressure' brought to bear on the general public by a class, by the strike, by the lockout, or by the boycott. The approach to Bolshevik rule to my knowledge was the passage of the so-called Adamson Act by the threat of a nationwide strike which would paralyze nation-wide commerce and bring suffering to the homes of the land. If organized workers had made the threat to carry their grievance to the polls at the next election, that would have been a proper application of the idea of democracy. When they threaten economic pressure, that is industrial warfare functioning under the principle of Bolshevism."

'MOCK-TURTLE' HOME-RULE ACT

OPTICISM TINGES THE COMMENT of most of the papers on England's new Home-Rule Act for Ireland, which reached King George for signature just before Christmas. Its passage was "a formality, and nothing else," in the opinion of the *Cleveland Plain Dealer*, which is convinced the law will never become operative. "The facts are this: it is not an honest home-rule bill; that neither the majority nor the minority in northern Ireland will accept it, and in the light of existing conditions it is about as real as a famous Mock Turtle," avers the *New York Globe*. It is a story to no one, says the *Pittsburgh Dispatch*, because—

followers of Sir Edward Carson do not want any home rule, preferring to retain their places in the House of Commons and the present union with England. The Sinn-Feiners repudiate the measure because it divides Ireland into two sections with two different governments and refuses national independence."

American readers need not be surprised at the Home-Rule bill, says the *Syracuse Herald*, because "practically all American correspondents in London agree that the main object of its enactment was strategic." "Representatives of the Home-Rule movement treat the new law as a diplomatic maneuver, and their attitudes appear to be of one opinion," remarks the *New York Eagle*, which explains that, armed with the enormous power conferred upon them by the bill, the Prime Minister will in the early future renew of discussion by the North and the South alike in order to such exchanges of thought between the two and to government as prudence and statesmanlike forethought suggest."

The most positive result of the new law, in the opinion of the *New York Evening Post*, is the repeal of the Home-Rule Act

of 1914. The act, it will be remembered, was also placed on the back burner until after the war. Its postponement has been regarded as marking the beginning of the era of unconditional violence which has now reached its zenith. When the new measure was introduced in order to prevent the 1914 act from becoming effective independent public opinion was in the concern of its sponsors to repeal the earlier measure, and it is believed that this repealing clause is the *raison d'être* of Lloyd George's Home-Rule Bill.

The virtue of the repealed bill in Irish eyes was its recognition of the unity of Ireland. The defect of the act which has now passed is that it provides for the partition of Ireland into two conditions which are expected to perpetuate rather than to remove the difference between the majority of the Irish people and the minority in Northeast Ulster.

King George, however, in his speech at the proroguing of Parliament, expresses a "sincere hope" that this act, "the fruit of more than thirty years of ceaseless controversy, will finally bring about unity and friendship between all the peoples of my Empire"; and some of our papers see in it at least a step toward a settlement. In an editorial headed, "The Way to

Something Better," the *Pittsburgh Gazette-Times* hopes that "all sincere sympathizers with the Home-Rule cause will counsel stoppage of the warfare and a settling down in peace to prove the quality of the legislation by making the best of it and laying the groundwork for securing something more satisfactory through orderly processes as experience discloses the necessity for change." "The gain for Ireland," remarks the *Brooklyn Citizen*, lies in the vindication of a great principle which time may be safely counted upon to bring into satisfactory operation, despite any present obstacles that remain to be overcome." Now that the measure has finally become a law, says the *Columbus Dispatch*, "it is possible that sentiment may develop in favor of giving it a trial, under protest and with due notice that it is not to be considered as a complete and permanent answer to the Irish demands." The *Boston Transcript* sees great possibilities in the new law,

and thinks that "under it Ireland may soon come to govern herself if she chooses." The *Providence Evening Bulletin* sees in the measure evidence that "the British Parliament is desirous of giving Ireland as much self-government as is deemed consistent with the unity and safety of the Empire." "Were Ireland in a normal temper, the present bill might be accepted as a working basis for a final political reconstruction in Ireland," remarks the *Newark News*:

The outstanding feature of the Home-Rule Act are thus summarized in a London dispatch to the *New York Times*:

"The bill provides that there shall be set up by popular elections two Parliaments, one for Ulster and one for the South. Each Parliament shall decide upon the method of selecting Senators. The connecting link between them will be the Irish

Council of Forty, twenty for each section. Each Senate will select seven of its Council members and each Legislative Assembly thirteen.

"The original bill provided that the president of the Council should be the Lord Chancellor of Ireland, but, as amended, he will be appointed by the Lord Lieutenant on the advice of the Crown, which means that the Government in power can put any one at the head of the Irish legislative body it pleases. The idea expressed by Ministers explaining the bill is that the Council will form a bridge upon which in time the two Parliaments can get together and form one body for the entire country.

"The measure provides that when that is done certain powers of police, finance, and other branches of the Government will be turned over. The Imperial Government will keep a pretty firm hand on the fundamentals of the Irish Government during the life of the two Parliaments, but holds out many attractions for a united Parliament, which its sponsors hope will counteract the prejudices that have always existed between the North and the South."

If both Ulster and the South fail to accept the measure within three and a half years it automatically dies. If only one section accepts it, the other can be ruled as a Crown colony.

The whole thing represents "only a shadow of self-government," declares the *Syracuse Herald*. And it adds:

"The Ulsterites will probably organize a Parliament. The other counties, comprising with their Ulster sympathizers about four-fifths of the Irish people, will pay no attention to the Home Rule Bill. . . . If the Ulster Parliament comes to life, its chief utility, from all appearances, will be to furnish a topic for American newspaper humorists."

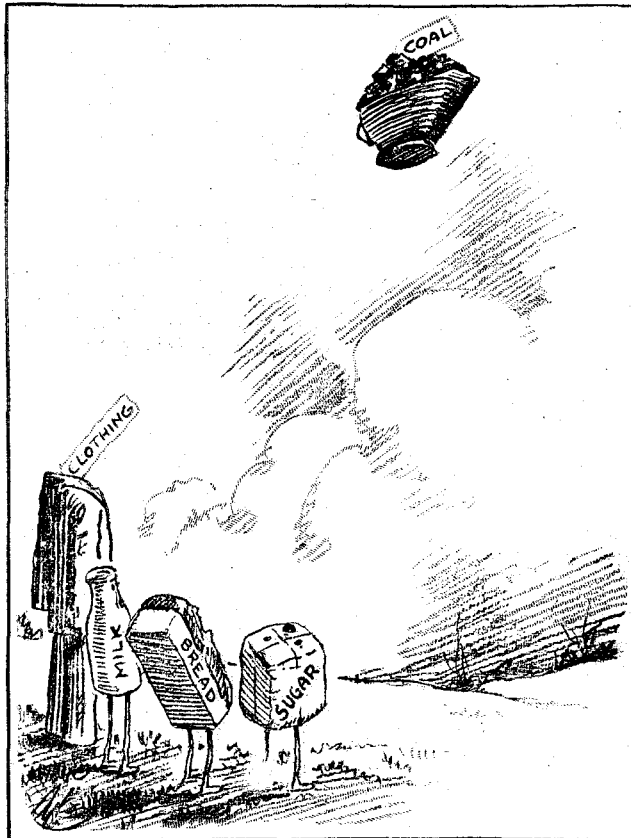


ROUGH RECEPTION ANTICIPATED.

—Pease in the *Newark Evening News*.

WHY KING COAL IS A JOLLY OLD SOUL

A MILLION DOLLARS IN COMMISSIONS on sales would be regarded by most salesmen as a tidy sum, yet, in the startling evidence of profiteering by bituminous-coal men during the past year brought to light by the Senate Committee on Reconstruction, we are told that the War Department paid more than that amount in commissions to coal-buyers who purchased bituminous coal for it during the coal panic period last September. Declaring that "profiteering and disorganization of the distributing system" had marked the conduct of the coal industry during 1920, and recommending Federal control of our coal resources unless the price of coal can be brought down, the Senate Committee, of which Senator



"HEY, AIN'T YOU LONESOME?"

Sykes in the Buffalo Commercial.

Calder, of New York, is chairman, is investigating among other things the charge that a certain "dollar-a-year" man, as one of a group of government officials, made a net profit of \$675,000 on one deal involving 450,000 tons of coal. The Committee also is anxious to know, according to the *New York Herald*, why Secretary Baker thought it necessary immediately to obtain more than a million tons of coal "after he or his agents had been informed that the price would be higher than if the coal were purchased to meet current needs."

The managing director of the American Wholesale Coal Association further enlivens the testimony given the Committee by asserting that "there is not now, nor was there last summer, a bituminous-coal shortage." Moreover, he declares, "certain government officials went into the wholesale coal business while they held government jobs, offered to split their profits with me if I would find them coal to deal in, formed a coal pool, and used their advance information regarding the coal needs of certain communities to make enormous profits." The coal panic of last summer, he informed the Committee, was due to "alarming statements" of an impending shortage, given out in some instances by government agencies. "The people were frightened, and bid up the price of coal, when there was no occasion for doing so," says this well-informed official, Mr. George H.

Cushing. In other words, notes the *Washington Post*, "of a threatened shortage were a boggy to frighten the and thus bring more money into the tills of the profiteers."

"Altogether, the revelations are of a sinister character," declares the *St. Louis Post-Dispatch*. "Here is a conspiracy to defraud the Government, intimidate government departments, degrade government employees, browbeat the railroads, and the labor they employed, and impose upon the people as a whole. Unless these charges are disproved, these men will need to be adjudged, in popular opinion, enemies of the Government who have waged a war of greed upon the nation." "It is not only official honesty, but commercial honesty as well, brought into question by these revelations," asserts the *Bee*, "and it is only by the greatest charity that the men who have used coal can be called speculation and not highway robbery." "There should be no whitewashing in this matter; the investigators must go to the bottom of the charges," thinks the *Milwaukee Sentinel*, and the *Indianapolis News* agrees that a public official who used his position and information to manipulate coal rates should go to the penitentiary. Also, unless the coal industry undergoes certain reforms, darkly hints the *New York Herald*, it is likely to find itself under national control. Says *The Herald*:

"The gist of Mr. Cushing's revelations is that in this rampant coal manipulation the public's pocket was the object of every hungry claw that could get at it. The consumer is the strangle-hold of greed. Coal, as shown in one case, was \$3.50 at the mines was selling for \$14.50 before it left the mines."

"Where did these enormous profits go?" asked the *New York Herald*.

"They went everywhere," replied Mr. Cushing.

"They went everywhere because the consuming public was being plucked far and wide and to the limit, not merely by coal operators but by railroad officials, by government officials, and by outsiders who could thrust themselves into the grab."

"Somebody in the government service had advanced information of a forthcoming priority order which would suspend coal shipments from certain territory. He or his agent went in there and bought up all the coal he could lay his hands on and then waited for the buyers' panic to clean up his profit harvest."

"Somebody else commissioned to buy for a railroad bought the coal first for himself and then resold it to the railroad. Maybe he resold it to somebody in between, bought it again, and on that basis then made a bargain with the railroad."

"Still another man bought coal on a gamble to pass it on to the first profiteer he met, who, in turn, would pass it on to the next profiteer that jumped into the game."

"Because of these and similar performances the coal industry now has more to gain by laying all its cards on the table than anybody else has to gain, for this coal rapacity, in or out of the mining business proper, is at the end of its tether. If the coal industry itself, as we have said before, can not and does not summarily put an end for all time to those practices that have blinded the public and put shame on the coal business, the American people are going to demand national control of the coal industry like national control of the railroads. And when the American people do demand it, in the way they will demand it after they have gone through, they are going to get it."

"If the public is wrong in its belief and it can be shown that the prices which have burdened and are burdening the consumers are not the result of sheer profiteering, it will accept the fact and find a way to make the best of it. But if it is shown that the ten thousand mines and five thousand mine-owners are gouging the public and are not themselves willing to do the right thing, the public certainly will demand and get control of the coal industry."

"This may seem unthinkable now, but it is no more unthinkable than railroad control was half a century ago. No one would dream of contending to-day that public control of the railroads was unjust or unwise. Nobody will successfully oppose public control of the coal industry if it is guilty of what is charged against it and if there is no other way to protect the public. And if such a thing comes to pass nobody a generation hence will dream of going back to old conditions in the coal business any more than in the railroad business."

According to the *New York Times*, when the War Department

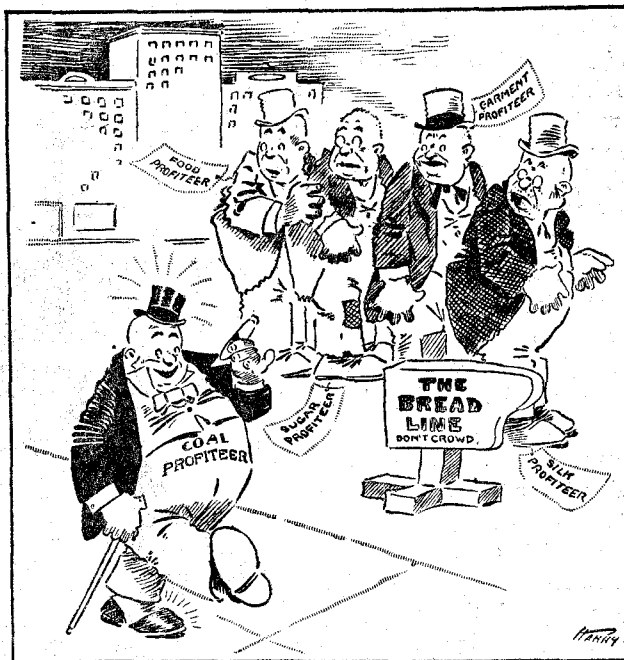
sisted last September on purchasing "a million tons of bituminous coal at the high prices then prevailing, despite the advice that the price soon would go down," the War Department's purchasing agents were instructed to pay as high as \$11 a ton for the coal. The president of the National Coal Association, who was asked to purchase 150,000 tons, we are told, bought the coal at \$11.50 per ton while, as the *New York World* points out, "another corporation which he controlled was mining and selling contract coal at \$3.20 and \$3.87 per ton." Altho he advised against the outright purchase of a million tons for the War Department, urging Secretary Baker to buy only a little at a time, he carried out his instructions, paid high prices in the open market, we are told by the *New York Times*, and incidentally made a commission of \$75,000 on the purchase. Senator Calder, says the *New York Tribune*, "thus figures that it cost the Government about \$1,000,000 in commissions, and the Government paid four to five dollars per ton more than it cost at the mine, or about \$8,000,000." The *New York Ledger* and the *Washington Post* join in asking "why the War Department found it necessary to buy its entire winter supply in the open market at \$11 per ton when \$3.50 per ton was considered a fair price at the mine." "This would naturally tend to emphasize the scarcity from which the public was suffering," points out *The Ledger*, and in *The Post* we are told that—

"This incident calls for a full explanation, not merely because the Government appears to have been mulcted thereby, but because the purchase by the Department of this large amount of coal at these high figures undoubtedly helped to hold the market at this profiteering price and resulted in many private purchasers being obliged to pay equally exorbitant prices. When coal dealer was able to show that the Government was paying \$11 a ton for coal in large quantities, he had a plausible excuse for demanding even more from private consumers."

An official of the National Coal Association admits that the association paid last year the salaries of certain employees of the Geological Survey who are engaged in preparing the government coal statistics, "because Congress had failed to make

the railroads and the Interstate Commerce Commission," remarks the *Boston Herald*. Senator Calder says of this Association, "which during the last three years has spent nearly \$1,000,000," and of the Senate Committee's investigations:

"This Association, during the last summer, has been trying



HE'LL BE WITH THEM SOONER OR LATER.

Hanny in the *St. Joseph News-Press*.

to ally itself with wholesalers and retailers and anthracite producers in order to present a united front to influence the making and administration of the Federal laws.

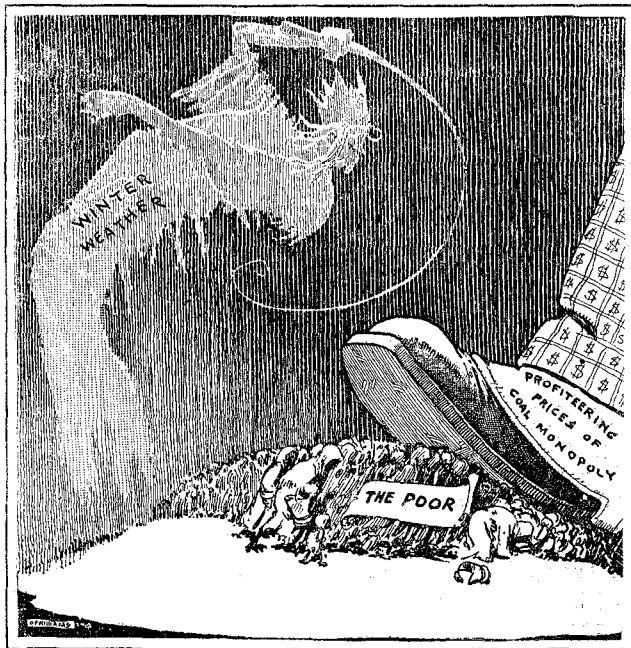
"It has assisted in drafting some of the priority car-service orders of the Interstate Commerce Commission which have relieved its members of contractual obligations. It is ever ready to supply voluminous information upon the questions which are to the interest of its membership, but seems reluctant to supply simple and essential information which may be used to their disadvantage. Its membership have dictated to the United States Geological Survey as to the form in which its basic figures should be compiled. It has spent in lawyers' fees alone during the last nine months over \$100,000.

"Its officers have held forth to this Committee promising assurances of reductions in prices of the bituminous coal since last July. Nevertheless, profiteering has continued and propaganda has been issued shifting responsibility to others.

"The outstanding fact of the Committee's investigations seems to be that the coal interests themselves have taken the matters in hand during the past season and have influenced the issuance of priority car-service orders and other Federal action, and that the public has lost, while those engaged in the coal industry have made inordinate and extraordinary profits. Many of the bituminous-coal operators have set a most unfortunate moral example to the industry of the country during a period in which there should have been moral reconstruction as well as physical reconstruction.

"The Committee has felt disposed, before it actually urges the establishment of a complete government control, or even the licensing system, to recommend that all coal-operators, wholesalers, jobbers, and retailers be compelled by statute to file, at regular and frequent periods with some Federal agency reports on the total tonnage produced or handled, the size and quality thereof, the amount of tonnage contracted for, the amount sold on contract, and at spot sale, to whom, together with the prices made or received under such contracts or sales.

"We are not sure that this is the remedy, but believe it should be tried before the Government goes into business itself. It would afford opportunity for the public to know the exact cost of production, the price coal was sold for, and to whom. It would also afford opportunity for coal to be traced to its final destination, and in all probability would bring the relief desired. The Committee makes this recommendation now and has determined further to inquire into the situation, and has asked that its authority be continued in order that it may obtain evidence to enable it to recommend further legislation on the subject."



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AND COAL NEARLY \$20 A TON.

—Williams in the *New York American*.

an appropriation," and the Association "deemed the reports too important to be abandoned." "That the course of the Association was not prompted by pure philanthropy is indicated by the testimony of the vice-president of the Association to the effect that he used the Geological Survey figures to 'hammer

THE "OPEN-SHOP" FIGHT IN THE CLOTHING TRADE

A PICTURE OF ALL AMERICAN INDUSTRY, tho "somewhat highly colored," is found by the New York *Globe* in the crisis in the New York clothing trade, and other dailies agree that here is not a separate incident but the initial phase of a general movement. This "garment-trade" battle in the open-shop war is deemed the more significant because in the chief cities where men's clothing is made industrial peace has long been maintained by an agreement between the chief union and the manufacturers, which includes voluntary submission to an impartial tribunal. The long and bitter war of words in the New York papers—one side being accused of aiming to bring back "sweat-shops" and the other of setting up "Soviets"—began when the New York clothing manufacturers decided not to renew their agreement last summer but to start up after the slack fall season with lower wages, piece-work, and the open shop. There had been minor strikes and lockouts, of little practical importance, because hardly any work is done in the fall season. But as the new season comes on the clothing workers' union is raising a million-dollar strike fund, sending out pickets, planning for a long strike, and has made an alliance with four other needle trades, which brings 400,000 workers with the needle into a close union for defensive purposes. The president of the Amalgamated Clothing Workers' Union and the head of the New York Manufacturers' Association have written so many letters and published so many

statements as somewhat to confuse the real issues at stake. The question, says the New York *Journal of Commerce*, is not so much of wages or efficiency of labor "as of methods and nature of machinery for the control of such questions." The issue, observes the Brooklyn *Eagle*, "is not one of wages but one of shop control." The clothing workers' union, it says, "stands for the Soviet idea of domination by workmen in the places where they are employed. To this employers are bitterly opposed. They hold that it is utterly incompatible with efficiency." And *The Eagle*, thus apparently sympathizing with the employers, "can not help feeling that the working people in this field are being badly led." But as the New York *Evening Post* sees it, the cry of Sovietism is quite unjustified. "Freed of its propaganda sentences and technical details," continues *The Evening Post*, "the clothing manufacturers' statement boils down to an argument for full and unmodified control of the industry by the employers, and for the theory of unrestrained competition not only as between the New York market and other markets, but also as between manufacturers in this market. Freed similarly of its propaganda sentences, the clothing workers' statement boils down to an argument for joint control of the industry by employers and workers under the arbitration of an impartial public chairman, and for the newer theory of regulation not only of individual shops in the New York market, but of the entire

market and the industry as a whole." Here, says the New York paper, is an "issue of general social interest with which the public has a right to concern itself":

"The public can not accept irresponsible control by any one group in industry. Such control has already brought too many evil results, in the form of social discontent and disturbance. The worker's contention for a share in the control of his industry and in the determination of questions affecting his standard of life is a natural human reaction. Sooner or later, American employers will have to consider that protest, without prejudice and without calling names and will have to meet and solve together with the worker the problem of joint regulation of industry so that it will run steadily without stops and waste. The New York clothing industry now offers a rare opportunity for the rational solution of this recurring problem."

How important is this matter of "control" in the clothing industry appears in its constant reappearance in the heated debate between the manufacturer and the worker, and may perhaps be better understood if we present a few of the facts concerning the conflict and its causes as they have been brought out of late in the daily and weekly press. The Amalgamated Clothing Workers of America was formed in 1914. Prior to that time, says *The New Republic* in a historical survey, "the 'sweat-shop,' with all that it connotes, is a fair summary description of the New York clothing market." "The operatives in the industry were underpaid and furiously overworked in unsanitary shops." At this time "27 per cent. of them earned from \$5 to \$10 a week, and only 3 per cent. were earning more than \$25 a week." The new union "successively crowded out the more



"WE ARE PREPARING FOR A SIX MONTHS' FIGHT,"

Says Sidney Hillman, President of the Amalgamated Clothing Workers, who accuses the clothing manufacturers of New York of trying to keep prices up and to "return to the sweat-shop if possible."

notorious abuses and progressively lifted the level of life." Then,

"Profiting by the experience of industrial peace gained in Chicago at Hart, Schaffner & Marx's, the union sought to introduce the same methods into the New York market. Early in 1919 a machinery of government was set up in New York. The essence of the machinery consisted in subjecting the entire market to a control which curbed the individualism of both manufacturers and workers, and made both submit to a rule of industrial law which promised stability, minimized brute economic power in a highly seasonal occupation, and safeguarded the public interest as well, by enforcement through an impartial tribunal."

On August 26 the agreement expired. Slack times had succeeded boom times, and the Clothing Manufacturers' Association of New York made certain demands when negotiations for renewal of the agreement began. The manufacturers declared that a 50 per cent. wage-reduction was essential in order to meet competition in other markets and the public demands. And on September 24 specific demands were made of the union, including the right of the manufacturer to install piece-work, cooperation of workers in maintaining production, and freedom to discipline and hire workers and to introduce improved machinery. In answer to this the Amalgamated asked for a joint survey of trade conditions as a preliminary to readjustment of wages. The

manufacturers declined, and on December 2 submitted an ultimatum demanding piece-work, lower wages, and the right to charge. The ultimatum was rejected in a referendum of the workers, whereupon the Clothing Manufacturers' Association broke off all relations with the Amalgamated, a step which the Amalgamated Association took at about the same time. Then began a series of charges and counter-charges by Sidney Hillman, president of the Amalgamated, and William Bandler, president of the Clothing Manufacturers' Association. The case of the employers is contained in a formal statement whose main paragraphs we quote:

"There is and can be no hope for the saving of the New York clothing market, unless:

'1. The relationship between the employers and workers, coming together, either individually or through the association of the former and the union of the latter, be reestablished upon a recognition of the fundamental revolutionary doctrine and repose of the Amalgamated Clothing Workers' Union as stated in its constitution, as follows:

"To put the organized working class in actual control of the system of production to the end that they shall be ready to take possession of it."

"The manufacturers in the clothing trade do not intend to add themselves to the establishment of Sovietism in their industry."

"2. That due rewards be given to workers on the basis solely of service, efficiency, and competency."

"3. That there be renounced the present doctrine of life tenure of employment of workers, without regard to efficiency."

"4. That there be restored to the manufacturer the right at all times to determine where he shall buy and where he shall use to be manufactured his product."

"5. That the walking delegate be forever banished."

"The protestations of the union that the manufacturers have inaugurated a 'lockout' and propose to return to sweat-shop conditions are false. Sweat-shop conditions are to-day impossible, through the safeguards afforded workers by our present laws."

In a statement made for the New York *Evening Post*, Mr. Hillman says: "The issue is government; self-government by those who make up the industry, that is, the workers and the employers; joint government." The workers agree that people are paying too much for clothes, but "let us in the industry jointly find out why." The workers, according to Mr. Hillman, are willing to tackle the problems of prices, wages, and increased production "by joint inquiry and action." According to the union leader, the clothing manufacturers, "saying they could not make the profits they made just after the war," "abolished the impartial chairman machinery, the union, and all control. They are simply out for a gamble." He continues:

"Some employers seem unable to escape the temptation to practise a hold-up whenever conditions look favorable. The union feels more loyalty to the good of the industry. When employers in a boom market began frantically bidding for labor and boosting wages irresponsibly, the Amalgamated set its face against those wild temporary increases and kept wages stable."

"The union's position is that the good of the public and the good of the industry depend on subordinating temporary advantage—grabbing—to orderly settlements under the system of government established for the industry. The union has its feet on the ground. The government we talk of we have been carrying on for ten years. Whatever readjustment may be necessary to meet conditions in the industry can all be made under that joint control. The New York manufacturers' notorious inefficiencies of management were soon to have come before that government; then the manufacturers turned tail and tried to hide behind labor."

"Some of these employers are not quite civilized, they are a little atavistic, they are having their last fling at freebooting. But in their hearts they know well that they can not be the whole government. They can not rule the industry as years ago, speed the workers like machines, and scrap the workers like old machines. They know that government will be set up again and that it will be joint government."

THE OFFICIAL ELECTION RETURNS

THE POPULAR VOTE for Presidential candidates, the official canvass of which is now complete in all States except New York, reveals the fact that, while the Republican vote nearly doubled over that of 1916, the Democratic party gained only 12,000. "For the first time in history, New York City has gone Republican," notes the New York *Telegraph*. The increase in the Socialist vote also attracts the attention of many editorial writers. "Socialist returns are lacking from eight States, and when they are heard from the total may be brought up to a million," remarks the Washington *Star*, which also calls our attention to the fact that "the Harding vote consists of about 60 per cent. of all the votes cast on Election day, which was 25 per cent. of the total population of the country—the highest percentage ever known." Before the 1920 landslide, the highest previous percentage of votes to population was that of the election of 1896, when slightly over 20 per cent. of the people went to the polls.

While the Springfield *Republican* looks upon the Socialist showing as "not very impressive," and the Troy *Record* thinks that the enfranchisement of women "should have added at least 40 per cent. to the figures," Eugene V. Debs, the Socialist candidate for President, declares in the New York Socialist *Call* that in Socialism "every retreat is an advance and every defeat a victory, because we are in the right." Therefore, says Mr. Debs, "there is no cause for gloom in the poll results."

The following table, showing the popular vote for Harding and Cox by States, together with the popular plurality, is compiled by the New York *Times* from reports of the official canvass from the Secretary of State of each State. Four counties in New York State have not sent in their returns, but unofficial returns have been used which, in the opinion of election officials, will vary only slightly from the official returns when available. The table follows:

States	Harding	Cox	Pluralities
Alabama	74,690	163,254	†88,564
Arizona	37,016	29,546	*7,470
Arkansas	71,117	107,409	†36,292
California	624,992	229,191	*395,801
Colorado	173,248	104,935	*68,313
Connecticut	229,238	120,721	*108,517
Delaware	52,858	39,898	*12,960
Florida	47,527	90,515	†42,988
Georgia	41,089	107,162	†66,073
Idaho	88,975	46,579	*42,396
Illinois	1,420,480	534,395	*886,085
Indiana	696,370	511,364	*185,006
Iowa	634,674	227,921	*406,753
Kansas	369,195	185,447	*183,748
Kentucky	452,480	456,497	†4,017
Louisiana	30,090	86,994	*56,904
Maine	136,355	58,961	*77,394
Maryland	236,117	180,626	*55,491
Massachusetts	681,153	276,691	*404,462
Michigan	762,865	233,450	*529,415
Minnesota	519,421	142,994	*376,427
Mississippi	11,576	69,277	†57,701
Missouri	727,162	574,799	*152,363
Montana	109,480	57,372	*52,058
Nebraska	251,093	119,608	*131,485
Nevada	15,432	9,803	*5,629
New Hampshire	95,196	62,662	*32,534
New Jersey	611,541	256,887	*354,654
New Mexico	57,634	46,671	*10,963
New York	1,870,796	781,631	*1,089,165
North Carolina	242,848	305,447	†62,595
North Dakota	160,072	37,423	*122,649
Ohio	1,182,022	780,037	*401,985
Oklahoma	244,320	216,390	*27,930
Oregon	143,592	80,069	*63,523
Pennsylvania	1,218,215	503,202	*715,013
Rhode Island	107,463	55,062	*52,404
South Carolina	2,632	63,490	*60,855
South Dakota	110,692	35,938	*74,754
Tennessee	219,834	206,558	*13,275
Texas	143,155	289,688	†146,533
Utah	81,555	56,639	*24,916
Vermont	68,212	20,919	*47,293
Virginia	87,456	141,670	†54,214
Washington	223,137	84,298	*138,839
West Virginia	282,007	220,789	*61,218
Wisconsin	498,576	113,443	*385,134
Wyoming	35,691	17,429	*18,262
Total	16,181,289	9,141,750	
Popular plurality for Harding			7,039,539
*Republican.		†Democrat.	

"These figures show," declares the Providence *Journal*, "that the Democratic strength did not keep pace with the natural population growth of the country, the millions of women for the

first time were permitted to cast their ballots." The Socialist party received its share of the new feminine support, points out this paper, and in the opinion of the Milwaukee *Leader*, Victor Berger's Socialist daily, this increase "represents protest votes, since they are all against the regular bunkum candidates." New York State gave the biggest vote of any to the Socialist party, or a total of 204,146, as compared with the 1916 total of 45,944. Wisconsin, Illinois, Pennsylvania, California, Colorado, and Minnesota came next in the order named. According to a New York *Times* table giving the Socialist vote from States in which it was embodied in the official canvass, we learn that the Socialist vote of 1920 exceeded that of 1916 by 356,714. This represents the vote from forty States; the eight States from which Socialist returns are lacking cast an aggregate vote of 23,582 for the Socialist candidate for President in 1916, points out the New York *Times*, whose table giving the Socialist vote for 1920 follows:

SOCIALIST VOTE			
Alabama.....	2,369	Nebraska.....	9,600
Arkansas.....	5,111	Nevada.....	1,858
California.....	64,076	New Hampshire.....	1,234
Colorado.....	47,316	New Jersey.....	27,141
Connecticut.....	10,355	New York.....	204,146
Delaware.....	1,002	North Carolina.....	446
Florida.....	6,192	North Dakota.....	3,283
Georgia.....	465	Ohio.....	57,107
Idaho.....	38	Oklahoma.....	25,695
Illinois.....	74,747	Oregon.....	9,801
Indiana.....	24,703	Pennsylvania.....	70,021
Iowa.....	16,981	Rhode Island.....	4,351
Kansas.....	15,510	South Carolina.....	28
Kentucky.....	649	Texas.....	8,194
Maine.....	2,219	Utah.....	3,159
Maryland.....	8,876	Virginia.....	807
Massachusetts.....	32,267	Washington.....	8,193
Michigan.....	28,947	West Virginia.....	5,618
Minnesota.....	56,106	Wisconsin.....	80,635
Mississippi.....	1,639		
Missouri.....	20,242	Total.....	941,827

"By expelling the New York Socialist Assemblymen the Assembly increased the Socialist vote something like 200 per cent in New York State alone," declares the *Troy Record*.

TOPICS IN BRIEF

THE reformer's idea of a debauch is to paint the town blue.—*Long Island City Star*.

G. O. P. politicians are showing a lively interest in the plum plan.—*Nashville Banner*.

ANOTHER difference between death and taxes is that death is frequently painless.—*Louisville Post*.

ANOTHER increase in railroad fares at least should assist the development of home life.—*Indianapolis Star*.

SAVE your pennies and the dollars will take care of the lawyer who breaks your will.—*Richmond News Leader*.

OVERCOATS can now be bought for a song, says a trade journal. Must be talking to Caruso.—*Norfolk Virginian-Pilot*.

You can't make a hotel man in Marion believe there are only 100,000 unemployed men in America.—*Tacoma Ledger*.

THAT terrible earthquake at some unknown point is probably the recoil from the November landslide.—*Indianapolis Star*.

How would it do to amend the immigration law so as to require every newcomer to bring a house with him?—*Dallas News*.

EVEN the strongest advocates of the closed shop do not like to see so many shops closed.—*Boston Shoe and Leather Reporter*.

As we understand Mr. Vanderlip's Russian concession, he is to supply the mazuma and Lenine the Kamchatka.—*Dallas News*.

It appears that the smaller fellows who take part in the concert of nations will be permitted to hold the music.—*Buffalo News*.

OVER in Europe they're packing up their troubles in their old kit-bags and bringing them to the United States.—*Long Island City Star*.

WHICH IS WHY.—Constantine didn't make a single speech and got 98 per cent. of the votes in the recent election.—*New York World*.

IN business "middleman" is a misnomer. He is on top with one foot on the farmer's neck and the other on the consumer's Adam's apple.—*Toledo Blade*.

BEFORE committing ourselves on the subject of the proposed blue laws we want to learn whether they bar Sunday practise on the cornet.—*Marion Star*.

EVIDENTLY the reformers think that the inalienable right to pursue happiness warrants them in attempting to chase it off the earth.—*Norfolk Virginian-Pilot*.

FEEDING the starving millions is one way of helping the farmer out of his difficulty, but Congress seems not to have thought of that.—*Washington (D. C.) Labor*.

SENATOR WARREN says the United States Treasury needs a friend. Well, many citizens would like to be on friendly terms with the Treasury.—*Washington Post*.

SENATOR HARDING has invited a few Democrats to Marion. What's the matter? Does he want to take a good look at them before the tribe becomes extinct?—*Boston Shoe and Leather Reporter*.

CONSTANTINE polled 98 per cent. of the Greek vote. As a friend of the Democratic party, we should like to know the name and address of his campaign manager.—*Little Rock Arkansas Gazette*.

ALL Mr. Houston wants is what we have left.—*Little Rock Arkansas Democrat*.

THOSE Manila riots do not make very good independence propaganda.—*Indianapolis Star*.

If the League is dead, they are pulling off the most successful seance in history.—*Baltimore Sun*.

BROTHER BOWLBY may not intend to terrify us, but he certainly shakes a wicked finger!—*Brooklyn Eagle*.

THE packers make very small profits, but know how to make both ends meet.—*Boston Shoe and Leather Reporter*.

APPARENTLY the Irish are confronted with a choice between home rule and home ruin.—*Norfolk Virginian-Pilot*.

CONSTANTINE says he has no hard feelings toward the Allies. How much does he want to borrow?—*Detroit Journal*.

AN actress says she can't live on \$50,000 a year. A lot of people would like to can't, either.—*Santa Rosa Republican*.

ONE withdraws and five enter. That League of Nations is just simply shot all to pieces, isn't it?—*Little Rock Arkansas Gazette*.

EVEN the Eighteenth Amendment and Mr. Volstead's law do not prevent trouble brewing now and then.—*Indianapolis Star*.

NEW YORK Police Department might start a drive for a hospital to accommodate citizens beaten up by thugs.—*Brooklyn Eagle*.

THE mind of man is subject to many strange delusions, and one of these is that the stock market has a bottom.—*Chicago Tribune*.

AND as far as we are personally concerned, Uncle Sam can take on excess-profits tax and buy himself a button with it.—*Dallas News*.

A MERE layman can't understand why efficiency experts don't get in business for themselves and monopolize the world.—*Cleveland News*.

AMERICA will never get over being sentimental. It grew its large rye crop this year.—*Louisville Post*.

MAYBE the noise of riveting in our ship-yards makes it impossible for J. P. to hear the talk at Geneva about disarmament.—*Little Rock Arkansas Gazette*.

PROHIBITION may not prohibit, but observance of the Volstead Act compares favorably with the respect paid to the speed laws.—*Greenville (S. C.) Piedmont*.

GERMANY's plea for a loan would be a little more convincing if she wasn't planning to pay annuities to the members of the Hohenzollern family.—*New York World*.

POPULATION of these United States, according to the new figures, 117,857,509—some of whom have not been mentioned for President Harding's Cabinet.—*Boston Globe*.

A PROPAGANDIST says we should give Russia credit for good intentions. It may be all right to admit that her intentions are good, but we doubt the wisdom of giving her credit.—*Molin Dispatch*.

SOVIET sympathizers who say Russia has a right to choose her own form of government are not willing to admit that the people of the United States have the same right.—*Boston Shoe and Leather Reporter*.



GREAT BRITAIN TAKES HIS SIX VOTES OUT FOR AN AIRING.
—Spayth in the Fort Wayne Journal-Gazette.

A LETTER FROM A LITTLE CHILD IN EUROPE

SOME AMERICANS have found it hard to realize the desolation and distress which have engulfed millions of little children in Central and Eastern Europe. Even the official reports coming from relief organizations, and letters from many eye-witnesses, telling of ruin and starvation almost beyond the power of words to describe, have not visualized these conditions to many who would be moved to the very depths if they could see with their own eyes the pitiful need of these suffering children for whom THE LITERARY DIGEST is appealing.

Here is the simple letter of a child, only one of the millions in that desolate region. It was written by a little girl, eleven years old, who lived and went to school for a few happy years in America and then was sent back to her native "home" in Hungary near the border of Czecho-Slovakia. She wrote to a little schoolmate, never dreaming that any other eyes would ever see her letter. Yet this one child's letter is the same cry of suffering and appeal for help that comes from millions. They are not all to be given "ship-cards" to bring them to America, but America can send all of them the food and clothes to save them from starving or freezing to death."

ABAUJ MEGYE, SZIKSZO,
Nov. 5, 1920.

DEAR HARRIET:

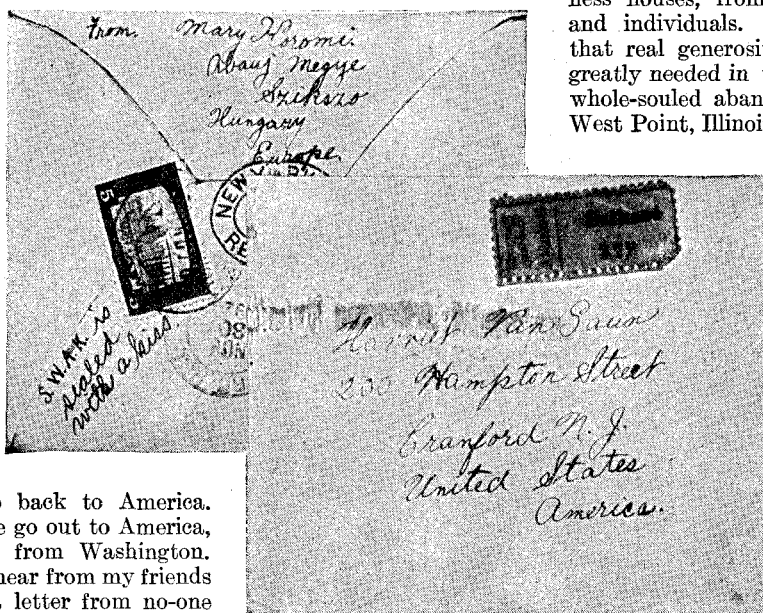
I am very sorry that I could not write to you sooner. I lost my little book in which the addresses were in. I hunted everywhere until I found it. Dear Harriet don't be angry that I didn't write quickly. Oh how I miss Cranford and the school. Here I don't do anything. Oh how I wish I could go back to America. Here they don't leave no one go out to America, until they get a ship-card from Washington. Dear Harriet how I long to hear from my friends in Cranford. I didn't get a letter from no-one since I am here. Think out in your head how lonesome and bad it is for me. Not a word from my friends. We reached home safely, thank God. I long for America and Cranford. It is terrible bad here. There was a war here in this spot where we live. Great cannons, machine guns, and all sorts of things were here. Shrapnel, and shells, were flying in the air. The war here was before we come here. Oh how I wish some-body would send me a ship-card from Washington so that I could go out. Dear Harriet if you see my father, please tell him to take us back. Tell him you received a letter from me in which I wrote it is very bad here. Tell him to please take us back or we will die here.

Even if we give money for things here we can't get anything here. We can't get no flour, sugar, lard, butter, eggs, or nothing at all. The people here can't get no wood, or coal, to burn. We will die of hunger or freeze to death. Dear Harriet I ask you kindly to please tell my father every-thing and to take us back. Dear Harriet how are you getting along in School?

Are you on the Honor Roll? & Betty too. What news have you got to write to me? Must close my letter now because it is growing dark here and we have nothing to burn. We go to bed as soon as it is dark. It is dark here at 5 o'clock. It is snowing here and all the waters are frozen. There is skating here. Will close my letter sending you and the family our best regards and wishes. Also give my best regards to my class mates, and all the teachers. Good-Bye.

From your friend

MARY KOROMI.



What a contrast that little girl is finding as she thinks of the comfort and peace she knew in America, and compares it with the cold, and hunger, and devastation all around her in the spot where she now lives! What a contrast between our happy homes, with all their abundance, and the suffering of millions of little children over there, who are, in many cases, "living in dugouts, unfurnished except for a pile of straw in one corner, on which all the family sleeps in a heap huddled together for warmth"; or "roaming the country like little wild animals"; or "dying in the streets"; or, homeless orphans, "wandering from door to door or town to town" in search for food and some one to love them and give them shelter! Their cry *must* be heard by many thousands more in this land of fatness if the tragedy of their suffering and death is not to be an everlasting reproach to America. And we still believe that it *will* be heard and answered.

More than three thousand letters, with contributions to THE LITERARY DIGEST Child-Feeding Fund, poured out of our mail-bags the Monday morning after Christmas. They came from community committees, Red Cross Chapters, clubs, and business houses, from churches, schools, societies, and individuals. Many of them represented that real generosity and sacrifice which are so greatly needed in this emergency. There was a whole-souled abandon in the act of a farmer in West Point, Illinois, for example, who converted

his entire wheat crop into cash and sent every dollar of it to feed the starving children. This is his letter:

"A few weeks since I sent you a \$100.00 contribution for the Child-Feeding Fund. Now I am enclosing another contribution (\$880.04) and I want to tell you about it. I am a farmer and this is the proceeds of this year's wheat crop. I put this wheat in the bin at threshing-time when it was worth \$2.50 per bu. expecting to get a bigger price for it. But when wheat dropt, I says to myself, well I'm

left this time. So the more I got to thinking about this Child-Feeding Drive, I says to myself, I'll win out on the wheat deal after all, for I'll just cash it in and send the proceeds to feed starving children, and by so doing I will realize the highest price I ever received for wheat, if it is only \$1.70 per bushel. I will close by hoping that you may be fully successful in raising the \$23,000,000."

Now, as the New Year opens, as we look forward hopefully to prosperity for ourselves and happiness for our own family circles, let us turn with a great sympathy and helpfulness to the quick accomplishment of the urgent task which calls to us. As the New York Herald said, just before Christmas, "Unless in the hearts of Americans apathy has supplanted generosity, unless in the minds of Americans greed has succeeded idealism, unless the consciences of Americans have become callous, from our plentiful stores we shall give freely and promptly to save these babies for the rebuilding of the world. We shall give freely, because the need is great; we shall give promptly, because an emergency is upon the world and delay in meeting it means disaster."

Send all contributions, and New Year's gifts of Liberty Bonds, direct to "Child-Feeding," THE LITERARY DIGEST, 354-360 Fourth Avenue, New York City. One hundred cents of every dollar received goes to Mr. Hoover's Relief Administration to save lives. Make all checks and money orders payable to "THE LITERARY DIGEST Child-Feeding Fund."

Contributions to THE LITERARY DIGEST CHILD-FEEDING FUND—Received to December 27, 1920

\$30,000.00—"Anonymous."
\$19,351.00—Employees of The Literary Digest from office boy to President; one week's salary each.
\$10,000.00—Athens County War Relief Ass'n, Ohio.
\$5,000.00 each—Mrs. R. W. Sears; H. D. Irwin; Miss Jean L. Mackay; Duncan Mackay.
\$2,472—Citizens of Richmond, Va.
\$2,092.88—Citizens of Rochester, N. Y.
\$2,024.27—Citizens of Emporia, Kansas.
\$1,765.15—People of Cambridge, Ohio.
\$1,268.09—Western State Normal School, Kalamazoo, Mich.

\$1,215.41—People of Boone, Iowa.
\$1,073.09—Clay Center Community Club, Kansas.
\$1,060.00—Mr. and Mrs. Wm. A. Ryan and Family.
\$1,000 each—F. P. Hexon; Mrs. Charles H. Ludington; M. W. Jamieson; T. Morris Perot, Jr.; Malcolm S. Mackay; Gail Cure Collar Pad Co., Baltimore, Md.; Mrs. L. W. Hewitt.
\$955.00—Epworth Methodist Episcopal Church, Toledo, Ohio.
\$800.00—Peoples Church, Virginia, Minn.; "In Memory," Edwin, Hawkrigde.
\$753.69—Delaware City Public Schools, Ohio.

\$600.00 each—R. H. Bennie; "Anonymous," N. Y. C.
\$580.50—Citizens of Clinton, Ill.
\$540.50—Moline Dispatch Publishing Co., Ill.
\$517.95—Citizens of Oneonta, N. Y.
\$509.67—Bulkhannon High School, W. Va.
\$500.00 each—Dr. William R. Faries; Wayland, Eleanor and Elizabeth and Mrs. and Mr. Irving W. Bonbright; Community Relief Fund, Drummond, Mont.; C. W. Nichols; Hiram W. Sibley; F. W. Harsh; "Anonymous," N. Y. C.; Oberlin College Chest, Ohio.
\$494.52—South High School, Youngstown, Ohio.
(Continued on page 81)

FOREIGN - COMMENT

ANGLO-SAXON UNION TO BAR JAPANESE IMMIGRATION

THE CRY FOR A WHITE AUSTRALIA has been followed so continuously by similar cries in Canada and the United States that a possible working agreement between the United States, Canada, Australia, New Zealand, and South Africa is now being bruited for the purpose of maintaining a united front against Japanese immigration. This question is described as a club in the hands of the British Dominions which they intend to have ready at the Imperial Conference next spring when the subject of the Anglo-Japanese Alliance will be discussed. Meanwhile, how is Japan to find vent for her surplus population, now increasing at the rate of three-quarters of a million a year, asks a Tokyo correspondent of the *London Morning Post*, who says that this is one of the most difficult problems confronting Japan's statesmen, and may in some measure explain the nation's expansive policy. There are now more than 350 Japanese to the square mile, and as most of the sparsely settled lands of the world are under British or American rule, this informant points out, Japan naturally looks toward England to help her out of the dilemma. Because England "hesitates to offer any solution to the problem and at the same time bars the door against the Japanese, while admitting Germans and others, Japan can not understand her avowals of friendship." We read:

"She holds that race prejudice must be hopelessly ingrained when it refuses to find relief for labor troubles by welcoming the more efficient and strenuous toilers of the Far East. Japan regards the immigration problem as something more than a question for her or for any one nation, as a matter that should concern humanity. It may be that she will find some measure of relief in the new fields being opened up in Manchuria, Siberia, and Saghalien; but the Japanese are not naturally a northern people; they do not like a climate of low temperature, and so are not likely to migrate in any considerable number northward unless there is abnormal profit in it, and even then but temporarily. After the forests and mines are fully exploited it is improbable that the Japanese will care to remain. Moreover, in the view of Japan, this policy would but retard for centuries longer the evolutionary process that must needs bring East and West together if humanity is to attain ultimate unity and its highest development. The longer that blending of the higher races is delayed the greater will be the clash, she holds, when they are forced to meet by sheer congestion. A harmonious intermingling of East and West by gradual immigration would insure a more humane result."

In the Japanese press attention is largely directed to Japan's relations with the United States as affected by the anti-Japanese

legislation in California. The Tokyo *Yomiuri* warns America that to exclude the Japanese from California would be disastrous economically, for—

"As we have said, the Japanese plow desolate land and convert it into fine fields. What would be the result if all the Japanese withdrew from California? Land measuring hundreds of thousands of acres would revert to the former state of ruin. It would become impossible for California, which is famous for its fruit, to export so many apples, oranges, or grapes. The cultivation of rice in northern California would, of course, be suspended. Thus railways and ships trading with California would suffer from the falling off in freight, and there is little doubt that the prosperity of the famous port of San Francisco would be impaired. When the situation is thus considered, the anti-Japanese agitation of California is by no means an economic issue, as Americans say, but a very uneconomic question. If American laborers think that if Japanese are excluded from California, their own wages will rise and their conditions of living will improve, they are egregiously mistaken. The development of California is prompted and promoted by Japanese immigration, and the Japanese immigrants obtain much benefit from that State. Exclusion is disadvantageous to both sides."

As to assimilation between races, the Tokyo *Chuo* remarks:

"There are over 10,000,000 negroes in America. The Americans and the negroes represent two extremes, and no two things can be more different from each other than those two peoples. Yet the negroes form part of the organism of America, and their admission is due to the unanimity of the Americans. Since the Americans and the negroes can work together, it

may be said that no people can not get together with the Americans. When 1,500,000 Jews made their way from Russia to America, it startled the world, but the immigrants were soon assimilated.

"The Japanese immigrants in America number only 70,000 or 80,000. Their presence ought not to cause any trouble, especially because they are earnestly working in the interest of America. Some Americans say that the Japanese are not assimilable, but this plea is wrong. No people are more assimilable to America than the Japanese, and, indeed, the complaint is frequently made in this country that they are too much like Americans. If there is anything in the attitude of the Japanese immigrants which makes the Americans think that it is difficult to assimilate them, it is due to the anti-Japanese agitation. The best means of facilitating the assimilation of the Japanese is to abandon the agitation. The fact that in spite of the frequent anti-Japanese agitations the Japanese immigrants have never resorted to any intrigues is the best testimony to their character."

Even if the principle of equality, for which Japan fought at the Peace Conference, were acknowledged by the League of

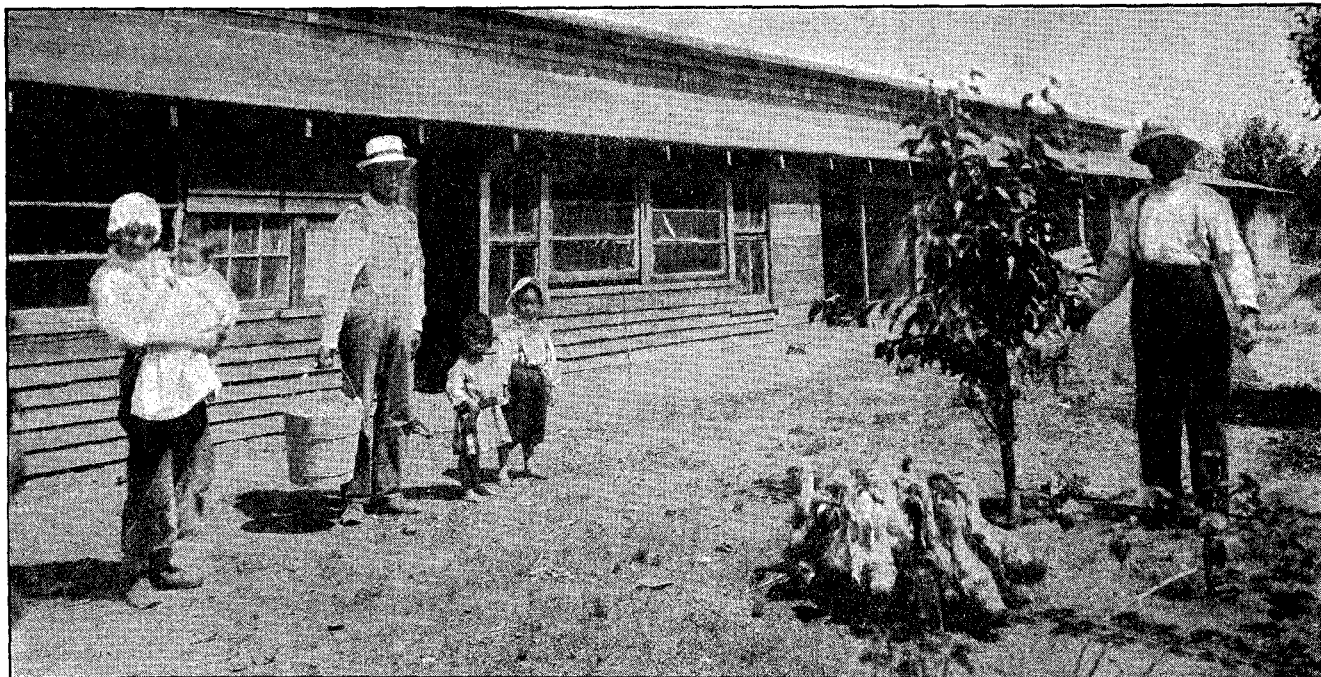


AN AUSTRALIAN VIEW OF ENGLAND'S ALLIANCE.

JOHN BULL—"You don't mind me being friendly with this little lady, do you, my son?"

AUSTRALIA—"No—but you ain't going to give her the run of the house, dad?"

—The Bulletin (Sydney).



Adachi photo.

A JAPANESE "HOME, SWEET HOME," IN WESTERN CANADA.

Nations, says the *Tokyo Nichi-nichi*, it would be "meaningless" if the Powers did not abolish discrimination, but—

"It is a great mistake to think that if the principle of equality is recognized, the Powers will be placed under obligation to eliminate all discrimination against Japanese. The various nations have different traditions and stand in different position; it is absolutely within their right to impose restrictions on the peoples of other countries. From this point of view, we should be magnanimous enough to appreciate the fact that America is compelled to restrict Japanese immigration for internal reasons. As the resolution passed by the World's Sunday-school Convention declares, race inequality is contrary to the interests of mankind and deleterious to the peace of the world. Even if Japan had not introduced the race-equality proposal to the Paris Conference, she should take the present opportunity to espouse the principle. The Japanese are more than ever conscious of the necessity of abolishing all racial inequalities; their object is not to gain any political benefits but to get rid of spiritual insults."

In Australia the *Melbourne Herald* contends that there are valid objections to intermixture between races of widely different quality and traditions, even when they are capable of a considerable degree of assimilation. It has no wish to antagonize or to be unjust to an admittedly great people, but "can not escape the fact that Japanese settlement means the planting of Japanese outposts." Japan is a country of the "most determined and undying nationalists," according to this Melbourne daily, which continues:

"Her people take their country with them wherever they go. Is it reasonable to expect any nation to admit without restriction the settlers of a race which establishes colonies incapable of assimilation into the general life of the community? It is quite possible that such colonies would ultimately be dotted all over the United States. Their members would remain the nationals of a country known to be exceedingly ambitious, with an ever-advancing military and naval

equipment, and most evidently bent upon commercial and imperial expansion. Another fact of great significance is that Japan is the only autocracy left in the world. Her Parliamentary system is not at all democratic, and the persons who control her destinies are the 'Elder Statesmen,' a very close corporation of nobles. Recent Japanese labor troubles have shown that industrial conditions are as bad as they were more than a century ago in Western countries. Labor has not yet gained the real right of organization. Every effort is made to check the growth of trade-unionism. Japan's existing rights in Korea and Manchuria give abundant room for the expansion of her population. Her claims in China, a country already overpopulated, and with its own sovereign rights and high civilization, are open to question. American opinion has naturally

been made suspicious by Japanese claims in so many spheres. Sources of friction between Japan and the Anglo-Saxon nations are likely to remain until she becomes a democracy, capable of cooperating with other democratic nations in the peaceful settlement of international problems."

The *Brisbane Courier* says that one of the really great needs in Australia and in America is enlightened public opinion regarding the foreign policy of Japan. The dominating feature of Japan's foreign policy, we are told, is a "protectorate over China and a kind of Monroe Doctrine over the Northern Pacific." For the time Britain has been admitted to that sphere, "by reason of the Alliance, and doubtless a renewal of the Alliance is regarded by shrewd Japanese statesmen as a means of keeping Britain quiet." Russia no longer need be considered, we are told, Germany has been expelled from the Pacific, and France has no serious interests, but—

"America remains as the great barrier to Japanese ambitions, especially as America is forcing her interests in China and maintaining that the 'open door' in China shall be open to all. America, too, has frustrated Japanese ambitions to some extent in Shantung. That is the whole secret of the growing Japanese animosity to America, and



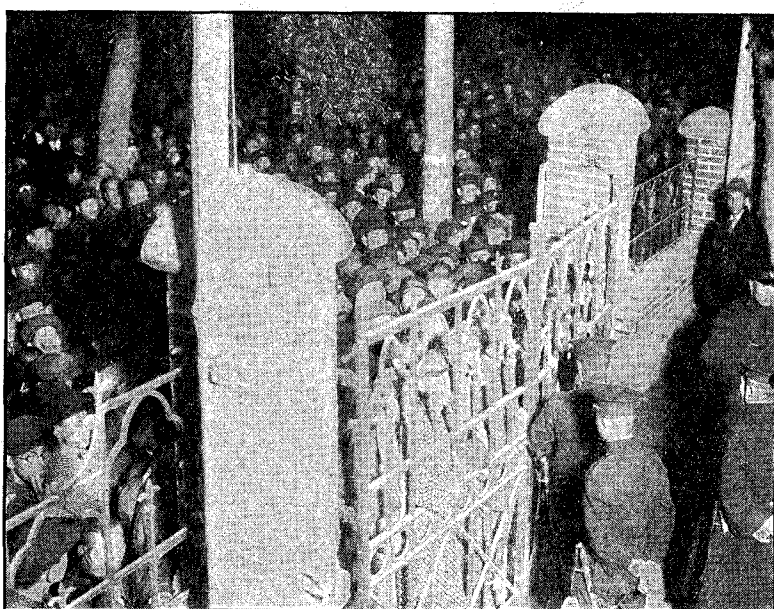
"UNCLE SAM UNMASKED."

"We shall know this friend of small nations by his horns." —Puck (Osaka).

whether we like it or not we are much concerned in the outcome."

The sharp division of opinion on the Japanese immigration problem that exists in Canada may be disclosed by the comparison of two editorial expressions. For instance, the Vancouver *Daily World* says:

"On the Pacific seaboard the natural increase of oriental



Adachi photo.

"SHALL JAPAN FIGHT AMERICA?"

This was the subject of a fiery debate by university students at Tokyo, from which hundreds were turned away, and held back by locked gates.

racers already in the country is as alarming as the influx of their yellow brethren from overseas. Every thirteenth child born in California is a Japanese, while more than 16,000 came into the United States last year in spite of the gentleman's agreement between the two countries concerned.

"These are great problems for our southern neighbors. For Canada the problem is greater still, increasing inversely to the size of the country's population. We now have as many as we can assimilate in our Northwest. We have as high a proportion of Asiatics to our own population on this coast as is safe."

On the other hand, the London (Ontario) *Free Press* warns against misstatements about the Japanese, and observes:

"The current objection to the Japanese is that they work for less wages and for longer hours than Canadians think proper, and by so doing tend to reduce the standard awards of labor. These objections have held in the past. For the future they are offset by Great Britain's answer to the delegates' plea for racial equality. Other objections have been raised to the Japanese views of marriage, but they are ill-founded. The Japanese marriage is a civil contract, and when the names of the contracting parties are duly registered they are as well married as are citizens of Canada who have gone before a magistrate or signed their contracts before church authorities. Trouble does not arise from this quarter—but there is danger from the Japanese attitude on divorce. Among the Japanese divorce is unnecessarily frequent and granted for trivial reasons. This ill-advised practise could be offset by clauses in the immigration laws to the effect that Japanese becoming residents of Canada must live by Canada's laws in all respects."

Canada's one line of procedure in the judgment of this journal is "to have the Japanese question thoroughly investigated, to make well-founded opinions and then see that these opinions have a chance to become operative."

ELECTIONS AND UNREST IN INDIA

INDIA'S FIRST GENERAL ELECTION, at which more than 6,000,000 voters were admitted to the franchise, conceded by British observers to be notable chiefly for the comparatively small number of persons exercising the right to vote at their first opportunity. The elections provide for the greatly enlarged and reconstituted legislatures: provincial and imperial, which were authorized by the great Reform Act of 1919. Industrial ferment, the high cost of living, and general unrest are among the reasons for many uncontested seats and for small polls; it is pointed out by a contributor to the London *Sphere*, who reminds us that the claim to vote has been advanced for many years past by the educated classes. Of course the Non-Cooperation Movement, led by Mr. M. K. Gandhi, is the heaviest factor in the boycott of the elections, but this writer remarks that "on all hands there is a welcome reaction against the extravagances of Gandhism, altho, unhappily, it is doing much to convert the student class to a definitely anti-British attitude of mind." In the Manchester *Guardian* a non-official Englishman in India shows less optimism, and tells us that "never within living memory has the general political situation in India been more disturbed," and he adds:

"It is at first sight a little difficult to understand the wave of bad temper—for it is nothing else—which is at the moment passing over India. There seems so little to account for it. Close examination shows that the grievances generally put forward are clearly inadequate to explain the curiously general unpopularity of the Government. In fact, the conviction gradually grows upon the observer that the grievances are rather the occasion than the cause of this feeling. Take the one most commonly urged—namely, the terms of the Turkish peace treaty. Now the Indian Moslems have no real love for or interest in the Turks. It may, indeed, be doubted whether at the beginning of 1919 there were a thousand people in all India who considered that Islam would be endangered by the application of the principles of self-determination to the Ottoman Empire. And yet at the moment feeling upon the point has run so high that not only Moslems but Hindus, who have no concern in the matter at all, if, as they claim, it is an Is-



"LEO INTREPIDUS."

"Let 'em all come!"

—The Bystander (London).

lamic article of faith, are announcing that they will not cooperate in working the new reforms unless the Turk is restored to the *status quo ante bellum*. Again, take the currency question. This is a matter which is of vital concern only to a handful of moneyed men, who are aggrieved because the solution of the problem which has commended itself to the officials is deliberately framed in the

interests of the millions of consumers rather than in those of the handful of producers. And yet this highly abstruse question, distorted as it is by the accusations of robbery and exploitation which permeate its discussion, is made to furnish grounds for an indictment of the whole connection of Britain and India."

Part of the unrest in India is ascribed by this "non-official Englishman" to the "universal uneasiness that is the heritage of the war," and he explains:

"Remote as was India from the scene of the struggle, its economic consequences have not left her unscathed. That stirring among the Indian masses which could not have been produced by centuries of education bids fair to be accomplished in a few years by the operation of rising prices. Powerful tho the economic factors of unrest have shown themselves to be, they are none the less weaker in their influence upon the Indian situation than the immense moral upheaval which has followed the war. Not least among the disadvantages to Indian nationhood of the shelter of British rule has been the deprivation of Indian leaders of that practical experience of affairs which can alone reveal the relationship between words and things. A natural consequence of this has been to intensify in India the world-disappointment that the end of the war has not brought the millennium. Indians had been told that the struggle was being waged in defense of freedom, liberty, and the rights of nationality. The war was won; why, then, did not the consequences they had confidently anticipated materialize at once in their own case? Plainly, so they argued, because the British were avaricious of power, and now that the victory was won were refusing to abide by those principles which in the anxiety of the struggle they had declared as their own. Having little experience of the practical difficulties of statesmanship—as is demonstrated by the more fantastic aspects of the Califfate agitation—Indian leaders ascribed the non-arrival of the millennium to British bad faith. It must be admitted that what they read in the public press as to our policy in Mesopotamia, Palestine, the Hedjaz, and elsewhere was hardly calculated to remove such an impression. The lofty sentiments enunciated by the Allies in general and by the British in particular in the heat of the conflict seemed to the Indian mind to have given way to a universal scramble for territorial aggrandizement the minute that victory had declared itself in our favor."

Nor is this the main factor in the political unrest in India, this informant adds, as he puts his finger on "a wide-spread reaction against the things of the West, which, immensely stimulated as it was by the Russo-Japanese War, has since that time fed greedily upon any circumstances which seemed to reflect upon the morality, disinterestedness, or efficiency of the nations in Europe." We read:

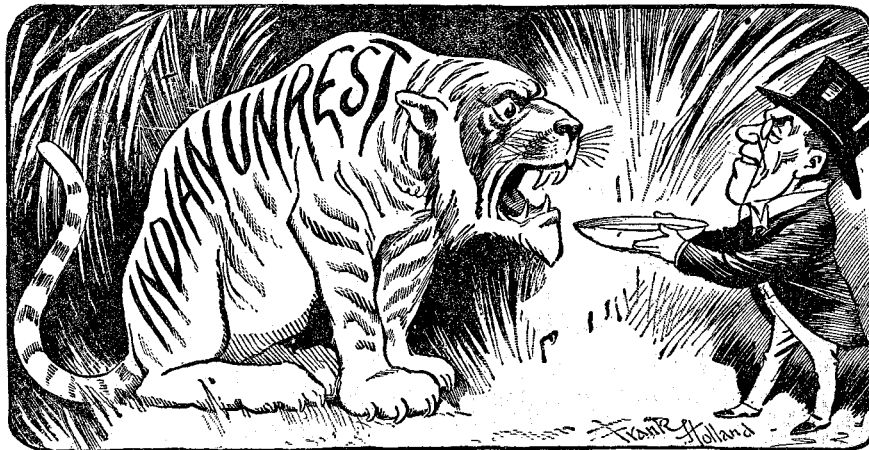
"There is a general impression in India that the British Commonwealth has sustained some concealed but quite irreparable injury as a result of the world-war—an injury which has deprived it forever of the power of asserting its supremacy by the sword. Superficially this impression has been strengthened by the recent occurrences in Mesopotamia, by the continued existence of Soviet rule combined with the bankruptcy of British statesmanship toward Russia, and, above all, by the affairs of Egypt and the grant to that country of independence."

All these things are regarded as "symptomatic of a chronic weakness in the British Commonwealth," the *Guardian's* contributor writes further, and have aided powerfully in fostering extravagant aims and introducing a feeling of discontent with the largely liberalized Montague-Chelmsford reforms before they received a fair trial. He adds:

"The combination of these two powerful factors, conviction of British bad faith and suspicion of British weakness, taken in conjunction with the muddle made by a not overstrong government of India wrestling with postwar difficulties, has produced the atmosphere we notice in India to-day. The phase, to be sure, is but temporary. Its significance and its danger at the present juncture lie in this: that it may well cause the failure, at least in their early stages, of the new reforms."

THE VISION OF A HAPPY BALKANS

THE APPLE OF DISCORD in the Balkans, Macedonia, may be transformed into a fruit of content and happiness if the vision of a greater Jugo-Slavia now looming should become realized. Thus it seems to a political correspondent of the *Paris Temps* at Sofia, who believes in the coming of this greater Jugo-Slavia, which will unite all the southern Slavs, including the Macedonians and the Bulgarians. The first evidence of the solidification of the southern Slavs, he reminds us, was the formation of the kingdom of Serbs, Croats, and Slovenes, which is based not only on political necessity but on the common race ties of these peoples. He is careful to point out that a federated state can not be built up artificially, for its construction "implies mutual consent, and at the same



"PUSS! PUSS!"

—John Bull (London).

time moral development and advanced political education." A federalized state more than any other requires that there be "deep respect for beliefs, as well as tolerance, and liberalism." It is "a League of Nations in little, and in this sense offers the best of guaranties for the endurance of the greater League of Nations by inculcating the principles under which such societies must live." Considered from the principle of federation, we are told, the Macedonian question no longer appears as that *pons asinorum* of politics on which the honest efforts of treaty-makers for the Balkans have always been wrecked. As a matter of fact, the indications in the new kingdom of Serbs, Croats, and Slovenes are that the spirit of federalism will triumph, and in this frame of greater Jugo-Slavia, Macedonia might find sufficient independence so that she would cease to be a bone of contention between the Serbians and the Bulgarians.

The *Temps* correspondent warns us against too great optimism, and yet assures us that as matters stand there is much reason for hope, as he points out that Macedonia is "no longer an object of conquest by force of arms among the Bulgarians." "Two cruel experiences have cured them of this policy of expansion," we are told, and have made them understand that they must not mix up selfishly in Macedonian affairs. It is noted as a significant fact that the present Bulgarian Government includes no Macedonians, altho all former cabinets had one or even several Macedonians in their roster. But besides the political prudence thus evidenced, the *Temps* correspondent points out that all the former methods of dealing with Macedonia are repudiated and condemned by Bulgarian public opinion. For—

"Every Bulgarian realizes the past errors of Bulgarian governments, such as the employment in Macedonia of methods that were too often brutal or else too often tactless, such as the decree for the mobilization of the Macedonians in 1916, just as soon as the country had been taken. Bulgaria knows now that she could do no worse service to her own cause than by taking up in the old fashion the question that on two occasions nearly caused her ruin. Moreover, Bulgaria knows that the resumption

of such a policy would go counter to the ideals of harmony among all the Jugo-Slavs of the Balkans which are high in popular esteem and expression."

As to Serbia, this informant points out that there are two contradictory view-points on the subject of Macedonia. On the one hand, the view is that Macedonia will be lost for Serbism in case it should be allowed the slightest autonomy in the frame of Jugo-Slavia. On the other hand, it is believed that as the health of the new state is implicit in federalism, Macedonia should be allowed to have her own physiognomy just as the other Jugo-Slav countries. This is the inevitable disposition of the Slovenes, the Croats, and the Bosnians, because, as they themselves have been recognized, it would not be logical to deny recognition only to the Macedonians, and we read:

"Nevertheless, even if the principle of federation remain in abeyance, Jugo-Slavia is solemnly bound by the terms of the



GENTLE GERMAN IRONY.

"Well, if we can't put a French heart in Alsace, at least we can wrench a German tongue out of her."
—Kladderadatsch (Berlin).

convention on the protection of minorities to confer the freedom of cultural liberty under the protection of the League of Nations. If to this obligation be added the effect of parliamentary government and universal suffrage—for there is no doubt that young Jugo-Slavia is inspired with a spirit of broad liberalism—Belgrade and Sofia will gradually find in Macedonia, which formerly held them apart, the instrument of reconciliation, as the result of a parallel policy.

"In the presence of this condition, it is important to note that Macedonian emigration into Bulgaria may have an important bearing on the outcome. At present there are in Bulgaria more than 200,000 Macedonians who took refuge there during recent decades and are organized strongly in an association of Macedonian fraternities. These are sixty-eight in number and correspond to the different districts and cities of Macedonia from which their members have come. Once a month these societies send their delegates to Sofia, where they meet in a kind of Macedonian Parliament, presided over by an executive committee. The Parliament of 1920 convened in Sofia in November, and at no time showed any anti-Serbian attitude.

"But at the same time the delegates made no concealment of the fact that Macedonian autonomy within the frame of the Jugo-Slav idea is perfectly feasible. We have already seen that the Bulgarians do not object to this solution; and the Slovenes, Croats, and the others have no choice but to support a cause almost the same as theirs, and one which will fortify their position in Jugo-Slavia. The last word lies with Serbia. The day that Belgrade authorizes the Macedonians dwelling in Bulgaria to go back to their homes—and I am informed that sixty out of a hundred would do so immediately—and assures them cultural and electoral liberty, the question of Macedonia will no longer exist among the Slavs. Then there will be no more Macedonian executive committees or fraternities at Sofia."

FRANCO-ALSATIAN DIFFICULTIES

WORLD APPLAUSE greeted France's declaration that in taking over Alsace and Lorraine she would solemnly respect "the laws and local customs" of the restored provinces, but that this promise has not been as easily performed as made is admitted in some sections of the French press. In Germany, of course, both editorial writers and cartoonists are unsparing in their attacks on "vindictive, militaristic France." As to Alsatian customs, remarks a Strasbourg correspondent of the *Paris Figaro*, they are many and picturesque, and nobody would think of interfering with them any more than with the poetic and original customs of all the older provinces of France. But the question of laws is a wholly different matter, according to this informant, who says that the respect of statutes in force in Alsace is "possible only to a limited degree," and in proof of this contention he makes mention of a bill introduced in the Chamber of Deputies which is entitled "A law designed to prevent or to regulate conflict between French law and the local law of Alsace and of Lorraine in the matter of personal rights." This correspondent relates further:

"I went into Alsace and Lorraine in search of a solution of this problem, and most of the people with whom I talked were of a middle opinion, which favors the retention of the laws that touch upon personal and family habits of Alsations, upon their convictions and beliefs, upon the enjoyment of certain local privileges, and upon matters of interest that do not extend in their effect beyond local limits, but that French law should be applied as soon as possible in all matters of general importance."

One of the most common criticisms of the French administration in Alsace and Lorraine, says an editorial contributor of the *Paris Matin*, is that certain French officials are not of the habit of mind which readily permits them to appreciate the importance of local customs and traditions. Again, it is charged that many of these officials are too stand-offish in their attitude toward the Alsations and the Lorrainers, who really are desirous of their friendship. But the big question in conjunction with the solemn promise that customs and traditions should be respected, we are told, is that of the French language in education and in official life. The *Matin's* contributor says:

"There are some who would like to see this done at once, and they are of the groups that even under the German yoke remained piously loyal to French civilization. A much larger number, French to the core, naturally continued all during the Prussian occupation to speak the Alsatian dialect and the German language which was used by their parents even under the French flag before 1870. These persons counsel the more prudent gradual adoption of the French tongue."

To illustrate the complications resulting from a premature use of French, the *Matin's* contributor relates that in farming districts, where nobody speaks French, the farmers are complaining that official notices and regulations along the road and at railroad crossings, as well as time-tables, are published exclusively in French, and consequently they are unable to read them. Again, in law departments of the Government, clerks, notaries, and others who have only a limited knowledge of French are obliged to fill out papers in the French language. There are only two examples of the bad effect produced by introducing the French language too precipitately into Alsace and Lorraine, says this informant, who proceeds:

"One of my dearest and oldest friends, an Alsatian who was exiled in farthest Prussia all during the war because the Germans considered him a dangerous person, and who, therefore, may be absolved of suspicion now, tells me: 'We must not move too fast, even tho Alsace is wildly and proudly French. Two-thirds of the population have never spoken anything but German. We must not hustle them. I would rather hear an Alsatian declare his love for France in German than suffer the chagrin of hearing him express his irritation in French learned by compulsion and spoken with discontent.'"

SCIENCE - AND - INVENTION

PERPETUAL EARTHQUAKES

THE EARTH IS QUAKING ALL THE TIME, like a huge bowlful of jelly. When the quakes are big enough and powerful enough to shake down buildings, we sit up and take notice. We theorize about causes and learn a little now and then. But the baby quakes that chase each other around the globe day by day are really much more mysterious. It is only within a few years that investigators have regarded them as quakings of the earth at all. Recorded constantly on our earthquake instruments, they were long dismissed as due to air-currents, or if they were recognized as terrestrial tremblings, the cause was sought in the passage of a distant train or the rumbling of a near-by cart. J. J. Shaw, in an article contributed to *Nature* (London), calls them "microseisms" or "baby quakes," and suggests that they are well worthy of further study, especially as one does not have to wait for them. He says:

"How often we use the term '*terra firma*!' It is used despite the fact that no square yard of the earth's surface is ever at rest; an unending train of waves, waxing and waning in amplitude, are unceasingly coursing along the earth's crust and to unknown depths. The wave-period ranges between four and eight seconds; the amplitude is between 1/50,000 and 1/2000 of an inch, but with a wave-length of eight to sixteen miles. The speed of the waves is believed to be about two miles per second. These microseisms have been known to seismologists for twenty years or more and were originally thought to be air-tremors. Later, the rocking of the observatory buildings in the wind was suggested as their origin, or the rocking of the ground due to the motion of trees in the vicinity; but it is now established that these disturbances are pure earth-movements traveling over long distances. With sensitive seismographs, microseisms are easily recorded, but while hypotheses have not been lacking, their origin and cause still remain unknown.

"Prof. John Milne, in 1898, suggested that the cause may be twofold: (1) air-currents and convection currents within the instrument cases; (2) a ground movement produced by rapid changes of barometric load. Before that time, Bertelli and Rossi had noted the connection of microseisms with barometric change.

"In America, Burbank observed an increase in amplitude when a barometric load passed from land to sea, or *vice versa*. At the International Seismological Congress, held in Manchester in 1911, funds were provided for the investigation of microseisms, and Prof. O. Hecker, of Strasbourg, was deputed to undertake the work.

"Daily comparisons were made between the microseisms recorded and the state of the sea at Cape Gris-Nez, Helgoland, and Borkum, a connection between sea-waves and these move-

ments having long been suggested. The war intervened, and the conclusions do not appear to have been published.

"In earthquake investigation observers are by this time fairly familiar with the easily recognizable chief phases, viz., 'primary' and 'secondary' waves, followed by 'long waves' which rise to a 'maximum'; hence it is comparatively simple to trace any particular phase around the globe.

"Microseisms do not lend themselves so readily to this kind of treatment. Fig. 1 illustrates a section of a record when microseisms are pronounced, and shows how similar one train of waves is to the next, thus defying identification of any particular wave at distant stations.

"In May, 1917, the present writer was testing two similar seismographs in different buildings sixty feet apart. It was observed how closely similar were the microseisms on both records, showing that the air-tremor hypothesis was untenable. A seismograph has two kinds of sensitivity — one to tilt, in which the period of the pendulum plays the more important part; the other to a horizontal thrust, where the ratio of the leverage, operating about the

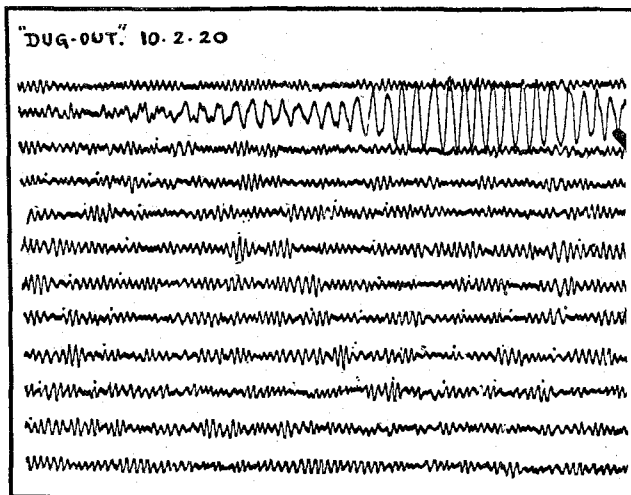
'steady-point,' is the chief factor. These seismographs were constructed with the same sensitivity to horizontal thrusts, but one pendulum was raised until the sensitivity to it was four times that of the other.

"The fact that microseisms could be identified on instruments sixty feet apart pointed to the advisability of extending the distance between the observing stations so long as the identification of the individual waves remained possible. The use of a 'dugout' in a pit bank was secured, distant two miles from the home station, and one of the instruments installed there. It was at once seen that there would be no difficulty in identifying the waves at stations two miles apart. It was noted that the wave-

period increased with the amplitude, and the amplitude increases generally with the daily movement of the air. There was, however, one marked exception when a very moderate air-movement coincided with nearly the maximum amplitude recorded. At this time rough weather was being experienced around the north of Scotland.

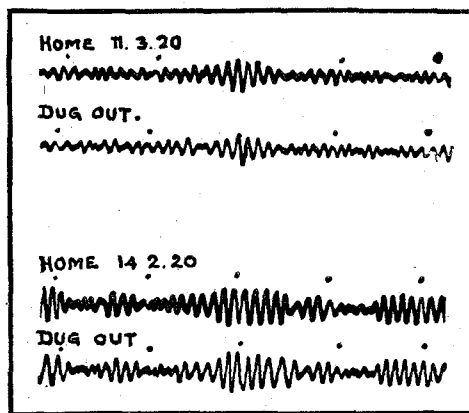
"The chief objective in these proceedings was a comparison of wave direction with wind direction, and perhaps in its complete failure lies the greatest value of these observations, for it was discovered, it is believed for the first time, that there is practically no change in the wave direction, whatever the meteorological conditions may be. The microseisms always came, more or less, from the north—they always arrived at the 'dugout' first by about 0.8 second.

"To reduce the difficulties and shortcomings in the above experiments, it is proposed—with improved timing facilities and three machines placed at the corners of a ten-mile triangle—to continue this investigation. It would be of value if observers in other countries were to pursue the study of microseisms on this new system in order to determine whether this unidirectional character of the phenomenon is universal."



"THE EARTH IS QUAKING ALL THE TIME."

Fig. 1. Section of a record showing the perpetual shake, including one slightly stronger jar.

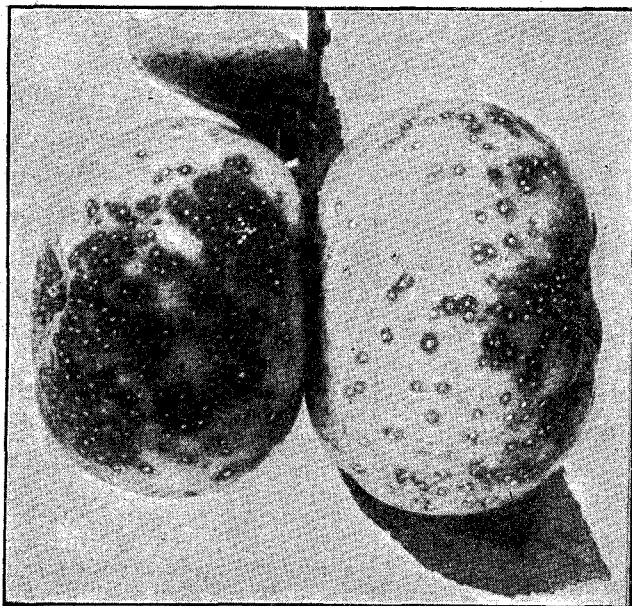


HOME AND DUGOUT SHOOK ALIKE.

Fig. 2 shows that it was *terra firma* that was at it, and not some local jounce.

IMPORTED PESTS

FEW INSECT PESTS ARE NATIVES of this country; many are brought from abroad, and these undesirable importations destroy annually about half a billion dollars' worth of cultivated crops. *The Weekly News Letter* of the United States Department of Agriculture describes the part



CHINA'S GIFT HAS COST US \$100,000,000.

The San José scale. "At the present time there is practically not a commercial deciduous orchard in this country that does not have to be sprayed once a year to control this pest."

played by the Government in preventing the entrance of new pests and the spread of these that we already have with us. One of the methods used is naturally that of quarantine, and the public may cooperate by strict observance of rules. Says a writer in *The News Letter*:

"In discovering America, Columbus not only opened up a vast new home for man but for insect pests of cultivated crops and domestic animals as well. Fully 100 of these foreigners have made their way to American shores, and incidentally to American gardens and fields, up to the present. They have multiplied so that to-day their destruction of orchards, garden, and crops is estimated approximately at \$500,000,000 a year—more than \$1,000,000 a day. Their havoc would be much more than this were it not for the quarantines and control work conducted by the United States Department of Agriculture through its Bureau of Entomology and its Federal Horticultural Board.

"Of all the insect pests and diseases that attack cultivated crops and cut into the profits of the American farmers severely, there are relatively few of the more important ones that are native to the United States. Like many other baneful things, insect pests and diseases have followed the course of civilization. They are carried in many ways from one country to another, and it is the work of the Department of Agriculture to guard the United States against their entry and to prevent their spread once they make their appearance here.

"While many of the pests have come from European countries, Asia has contributed its share of them. Prominent among these for its destructive activities is the San José scale, which made its first appearance in the United States forty or fifty years ago, having made its way here from China. It became wide-spread throughout the United States in the late '90's, and at the present time there is practically not a commercial deciduous orchard in this country that does not have to be sprayed once a year to control this pest.

"Some idea of the burden which this insect puts upon the orchardists of the United States can be had when it is realized that the expenditures for apparatus and spraying amount to approximately \$10,000,000 annually. In addition to this are the losses that the insect causes in spite of this control treatment, and they are very large, especially in small orchards and household plantings where spraying is not commonly practised. This

insect alone undoubtedly has cost this country during its presence here upward of \$100,000,000."

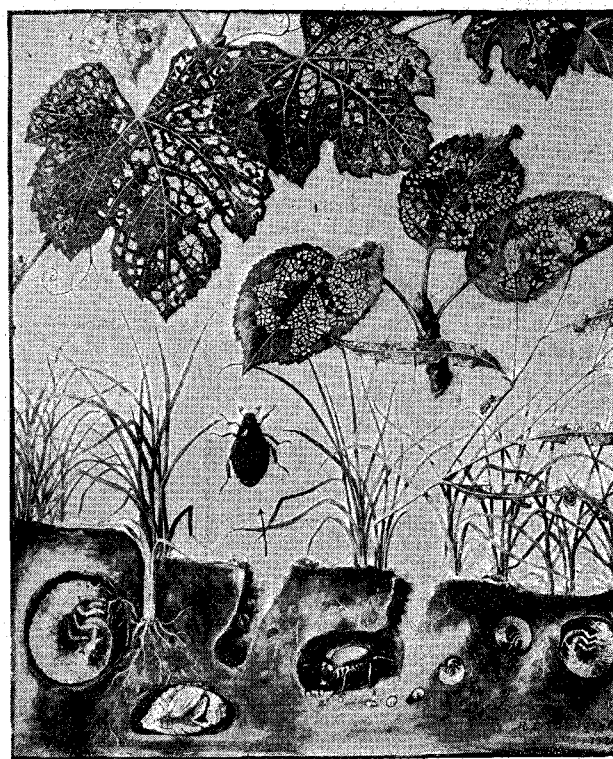
But the San José scale is not the only alien bug that has come here to take up its destructive work. Among undesirables of sundry kinds from Japan have been two or three peach-destroyers, Europe has contributed a corn-borer, and from Mexico has come the notorious boll-weevil. As we read:

"The oriental peach-moth, which gained entry in 1912 with imported oriental cherry-trees from Japan, has just begun its spread and depredation. It affects practically all deciduous fruits, and bids fair to be as destructive as the well-known codling-moth, the cause of wormy apples.

"The Japanese beetle, brought in about the same time as the peach-moth, has already gained such firm foothold that, in view of its habits and prolonged flight, it is probably incapable of extermination and may ultimately overspread the United States. It attacks not only practically all fruits but also many garden vegetables and corn. Attempts to check the spread of this pest are being made by means of Federal and local quarantines, particularly in New Jersey. Under this quarantine the Government maintains a supervision over the movement of articles likely to carry the pest from infested areas to other sections of the country. Another foreign pest in comparatively recent years which has made its appearance in this country is the European corn-borer. Infestations have been discovered in several Eastern States, and local quarantines by the Federal Horticultural Board have been instituted to prevent its spread to the corn-belt. Recently heavy infestations were discovered in Canada, presenting a more immediate menace to the corn-belt. Specialists of the department are now considering steps for guarding against this new source of danger.

"Mexico has contributed its share of insect pests that are now established in this country to the destruction of American crops. Chief among these are the boll-weevil, the pink boll-worm, and the little Mexican beetle, known as the bean ladybird. The last, which has been discovered in Alabama, now threatens to spread to other Southern States and inflict immense damage to the cowpea and bean crops.

"The general public has its duties in aiding the Department of Agriculture to prevent the further spread of insect pests and



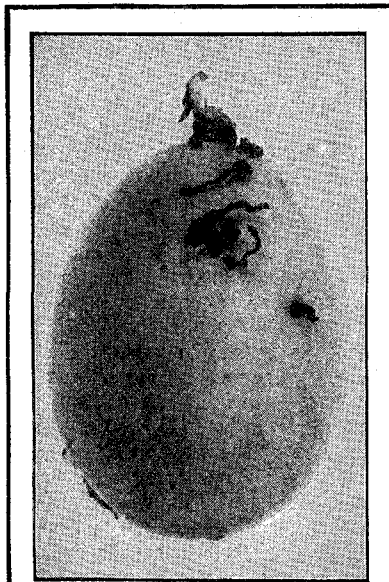
GREEN JAPANESE BEETLE AND ITS WORK.

It "has already gained such a firm foothold that in view of its habits and prolonged flight it is probably incapable of extermination."

diseases, and in cooperating renders a great service to the American farmer. Automobilists and other persons journeying through infested areas should carefully observe all quarantine regulations, being careful in transporting articles capable of carrying the insect."

THE HIGH COST OF FATIGUE

FATIGUE COSTS may be exprest, says a writer in *The National Safety News*, in terms of the effect upon health, longevity, safety, labor supply, employment stability, industrial contentment, productive efficiency, as well as output and profits. Recent studies of the working conditions of the



JAPAN SENT THIS.

"The oriental peach-moth, which gained entry in 1912 with imported oriental cherry-trees from Japan, has just begun its spread and depredation."

foundry trades made by the United States Public Health Service show that under a piece-work system there are a greater number of physical ills than with day-work, other factors not differing. Where fatigue is excessive and prolonged, vital resistance is reduced. It is a feature of production studies that the maximum depression of the output curve is reached after the middle of the shift. We read:

"In two plants working on an eight- and a ten-hour day, respectively, where intensive studies were recently carried on by the Public Health Service, it was a noticeable fact that 'while in the final hours of the day accidents fell with the decline of output,'

yet the presence of overfatigue interfered with a parallel decline. There was, in the ten-hour plant, a greater rate of fall in production than in accidents, the accident ratio for such plant actually increasing; that is, altho both accidents and production decreased, yet the decline of accidents did not keep pace with the decline of production, making the number of accidents in proportion to the number of pieces produced greater in the last hour than in the previous hours.

"In a discussion of economic losses from overfatigue, a writer recently gave a mass figure which challenges consideration, not because of any proof of its accuracy so much as because it is both spectacular and logical. He estimated a loss from fatigue to the nation as not less than 20 cents per worker per day per year. Now, to grasp the significance of this apparently slight loss, recall that the Bureau of the Census estimates that there are about 40,000,000 workers in the United States. The normal working year is 300 days. On the basis of this estimate, the monetary loss to the nation from overfatigue would approximate \$2,400,000,000 per year. Translated into lost time, allowing an average wage of \$5 per day per worker, which is a high average, all workers considered, this would mean a lost time from production of the equivalent work of 1,600,000 workers for one year. If one were to carry this out further and count in all the losses in sickness and accidents, to which fatigue is a predisposing or exciting cause, as well as those other losses due to turnover because of the disinclination of certain groups of workers to do hard work, and the dissatisfaction that leads to sabotage and like losses, to the incidence of which fatigue is a contributing cause, the total would be unbelievable.

"Based on the capabilities of the worker and not on the capacity of the machine, there is apparently in plant-production a law of diminishing returns for energy spent, and a point is reached beyond which labor becomes less profitable. However, the massing of the probable losses in such a spectacular manner, while undoubtedly trustworthy, and attendant upon or resulting from lack of appreciation of the law of fatigue, does not convince the individual employer of the need to analyze his own plant. The loss is a national one which warrants a nation-wide preventive program. The problem which it presents to the average employer, alike important to the employee, is how so to control fatigue-producing conditions and processes as to enable efficiency to be maintained at a minimum cost in health and welfare to the worker and to the state."

A BLIND "LIGHTNING CALCULATOR"

A REMARKABLE CASE, in which extraordinary ability in arithmetical calculation is associated with general mental inferiority, if not actual insanity, is quoted by *The Lancet* (London) from *L'Encéphale*, a French paper. The patient is a young man of twenty-six, named Fleury, who is completely blind. It seems that Fleury has consciously developed his ability, in which he differs from the usual calculating phenomenon, who often performs his feats without having trained for it. As we are informed:

"Partly by perseverance with the Braille method, partly by devising certain mental 'tips' of his own, he has reached a stage of extraordinary facility in performing elaborate calculations. Fleury, for example, can give the square root of any number running into four figures in an average of four seconds, and the cube root of any number running into six figures in six seconds; he gave the cube root of 34,012,224 (324) in eleven seconds and the cube root of 465,484,375 (775) in thirteen seconds. These seem mere trifles, however, compared with the following: He was asked how many grains of corn there would be in any one of sixty-four boxes, with one in the first, two in the second, four in the third, eight in the fourth, and so on in succession. He gave the answers for the fourteenth (8,192), for the eighteenth (131,072), and the twenty-fourth (8,388,608) instantaneously, and he gave the figures for the forty-eighth box (140,737,488,355,328) in six seconds. Further, on the request to give the total in all the boxes up to and including the sixty-fourth, he furnished the correct answer (18,446,734,073,709,551,615) in forty-five seconds. When it is remembered that Fleury has been blind from birth and can have no visual memories the feat becomes really impressive. In an average of twelve seconds he can divide any number, say of four figures, into its prime factors, thus: $2924 = 2^2 \times 17 \times 43$; $5564 = 2^2 \times 13 \times 107$; and so on. According to Dr. Lotte, Fleury can give the day for Easter in any year, in the Gregorian and Julian calendars respectively, and simultaneously, by some scheme equally original, of which the details are not, however, supplied. Thus in 1662 Easter fell on April 21 and March 27, respectively (2 minutes 10 seconds); in 1746, March 30 and April 10 (2 minutes 20 seconds); and for 1946 the dates are April 11 and April 17 (40 seconds). Numerous other illustrations are furnished of this altogether remarkable case, which certainly equals, if it does not surpass, others that have become classical. It is interesting to learn, on the authority of Dr. Lotte, that, thanks to more general recognition of Fleury's exceptional gifts, the opportunity is to be afforded him of further education and instruction, and it is quite possible he will rise to still greater



MEXICO'S CONTRIBUTION.

Larva of the only too well-known cotton boll-weevil.

heights of arithmetical attainment and of mathematical attainment in a wider sense, if he is handled by some professional exponent of these subjects. In any case, the psychological interest and importance of such a wonderful example of development of a practically isolated mental faculty warrant our giving the case greater publicity."

THE EMPEROR AND THE TELEPHONE

HOW DOM PEDRO, Emperor of Brazil, spoke the word that brought respectful consideration to the telephone, the unknown device of an obscure teacher, when shown for the first time at the Philadelphia Exposition of 1876, is told in *Power Plant Engineering* (Chicago), by F. H. Sweet. It was an accident that Bell, the inventor, was present in Philadelphia at the time. His meeting with Dom Pedro, who had been interested in Bell's classes for the deaf, was another accident. And had not the Emperor's greeting to Bell made the judges think that they ought to give some time to examining his exhibit, the telephone might have waited years longer for recognition. This, at any rate, is the sequence of events and their meaning as related and interpreted by Mr. Sweet in his article. After telling the story of the invention and how Bell and Watson talked over the wire to each other in the little Boston workshop, Mr. Sweet goes on to say:

"As tho the very stars in their courses were working for this young wizard with the talking wire, the Centennial Exposition in Philadelphia, opened its doors exactly two months after the telephone had learned to talk. Here was a superb opportunity to let the wide world know what had been done, and fortunately Hubbard was one of the Centennial commissioners. By his influence, a small table was placed in the Department of Education, in a narrow space between a stairway and a wall, and on this table was deposited the first of the telephones.

"Bell had no intention of going to the Centennial himself. He was too poor. For his three or four years of inventing, he had received nothing as yet—nothing but his patent. In order to live, he had been compelled to reorganize his classes in 'Visible Speech' and to pick up the raveled ends of his neglected profession.

"But one Friday afternoon, toward the end of June, his sweetheart, Mabel Hubbard, was taking the train for the Centennial; and he went to the depot to say good-by. Here Miss Hubbard learned for the first time that Bell was not to go. She coaxed and pleaded without effect. Then as the train was starting, leaving Bell on the platform, the affectionate young girl could no longer control her feelings and was overcome by a passion of tears. At this the susceptible Bell, like a true Sir Galahad, dashed after the moving train and sprang aboard, without ticket or baggage, oblivious of his classes and his poverty and of all else except this one maiden's distress. 'I never saw a man,' said Watson, 'so much in love as Bell was.'

"As it happened, this impromptu trip to the Centennial proved to be one of the most timely acts of his life. On the following Sunday afternoon the judges were to make a special tour of inspection, and Mr. Hubbard, after much trouble, had obtained a promise that they would spend a few minutes examining Bell's telephone. By this time it had been on exhibition for more than six weeks without attracting the serious attention of anybody.

"When Sunday afternoon arrived Bell was at his little table, nervous, yet confident. But hour after hour went by, and the judges did not arrive. The day was intensely hot, and they had many wonders to examine. First was the electric light, and the first grain-binder, and the musical telegraph of Elisha Gray, and the marvelous exhibit of printing telegraphs shown by the Western Union Company. By the time they came to Bell's table, through a litter of school-desks and blackboards, the hour was seven o'clock, and every man in the party was hot, tired, and hungry. Several announced their intention of returning to their hotels. One took up a telephone-receiver, looked at it blankly, and put it down again. He did not even place it to his ear. Another judge made a slighting remark which raised a laugh at Bell's expense. Then a most marvelous thing happened—such an incident as would make a chapter in 'The Arabian Nights' Entertainments.'

"Accompanied by his wife, the Empress Theresa, and by a bevy of courtiers, the Emperor of Brazil, Dom Pedro de Alcantara, walked into the room, advanced with both hands outstretched to the bewildered Bell, and exclaimed, 'Professor Bell, I am delighted to see you again.'"

The judges at once forgot the heat and the fatigue and the hunger. Who was this young inventor, with the pale complexion and the black eyes, that he should be the friend of emperors? For the moment even Bell himself had forgotten that Dom Pedro had once visited Bell's class of deaf-mutes at

Boston University. He was especially interested in such work, and had helped to organize the first Brazilian school for deaf-mutes. And so, with the tall, blond-bearded Dom Pedro in the center, the assembled judges and scientists—there were fully fifty in all—entered with unusual zest into the proceedings of this first telephone *matinée*. Mr. Sweet goes on:

"A wire had been strung from one end of the room to the other, and while Bell went to the transmitter, Dom Pedro took up the receiver and placed it to his ear. It was a moment of tense expectancy. No one knew clearly what was about to happen, when the Emperor, with a dramatic gesture, raised his head from the receiver and exclaimed with a look of amazement: 'My God—it talks!'

"Next came to the receiver the oldest scientist in the group, the venerable Joseph Henry, whose encouragement to Bell had been so timely. He stooped to listen, and, as one of the bystanders afterward said, nobody could forget the look of awe that came into his face as he heard the iron disk talking with a human voice. 'This,' said he, 'comes nearer to overthrowing the doctrine of the conservation of energy than anything I ever saw.'

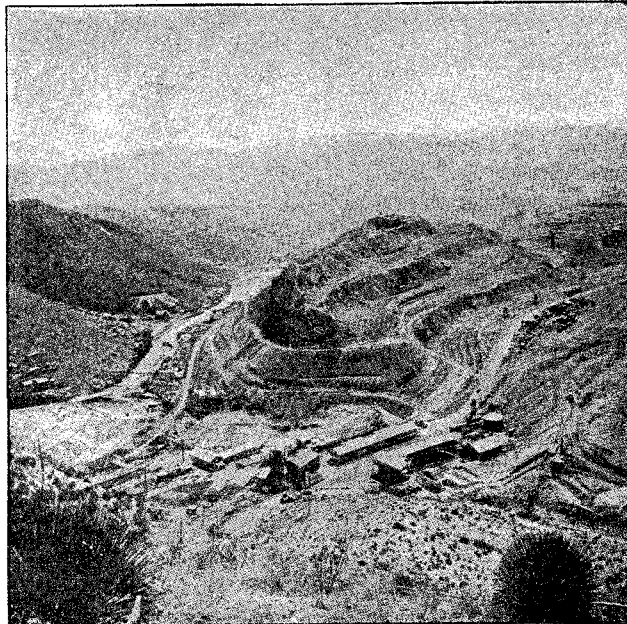
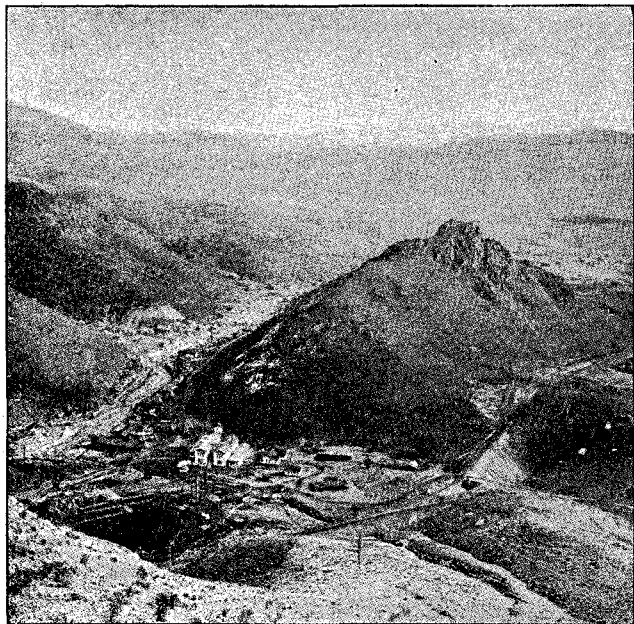
"Then came William Thomson, later known as Lord Kelvin. It was fitting that he should have been there, for he was the foremost electrical scientist at that time in the world, and had been engineer of the first Atlantic cable. He listened, then had his wife placed at the other end of the wire, to be sure, and learned what even he had not known before, that a solid metallic body could take up from the air all the countless varieties of vibrations produced by speech, and that these vibrations could be carried along a wire and reproduced exactly by a second metallic body. He nodded his head solemnly as he rose from the receiver. 'It does speak,' he said emphatically. 'It is the most wonderful thing I have seen in America.'

"So, one after another, this notable company of men listened to the voice of the first telephone, and the more they knew of science, the less they were inclined to believe their ears. The wiser they were, the more they wondered. To Henry and Thomson, the masters of electrical magic, this instrument was as surprising as it was to the man in the street; and both were noble enough to admit frankly their astonishment in the reports which they made as judges, when they gave Bell a Certificate of Award. 'Mr. Bell has achieved a result of transcendent scientific interest,' wrote William Thomson. 'I heard it speak distinctly several sentences. I was astonished and delighted. It is the greatest marvel hitherto achieved by the electric telegraph.'

"Until nearly ten o'clock that night the judges talked and listened by turns at the telephone. Then, next morning, they brought the apparatus to the judges' pavilion, where for the remainder of the summer it was mobbed by judges and scientists. William Thomson and his wife ran back and forth between the two ends of the wire like a pair of delighted children. Thus it happened that the crude little instrument that had been tossed into an out-of-the-way corner became the star of the Centennial. It had been given no more than eighteen words in the official catalog, and here it was acclaimed as the wonder of wonders. It had been conceived in a cellar and born in a machine-shop; and now, of all the gifts that our young American Republic had received on its one-hundredth birthday, the telephone had been honored as the rarest and most welcome of them all."

THE ROCKING-CHAIR CURE—"The Influence of the American Rocking-Chair on the Respiration" is the title of a note by a French scientist, H. de Chardonnet, in a recent number of the *Proceedings (Comptes Rendus)* of the French Academy of Sciences. On visiting America, he says, he found everywhere office men installed in their "rocking-chairs" (which term he evidently extends to the American type of desk-chair). He wondered whether this was merely a style or fad or whether this national piece of furniture concealed some hidden virtue. He concludes:

"This armchair allows the occupant to conserve in all attitudes the respective positions of the neck and the spinal column, whether he leans forward to write or leans back to reflect or to smoke his cigar. When one sits up straight, as in an ordinary chair, the body is in unstable equilibrium, which is very disagreeable to those who are not accustomed to it. I call



Illustrations by courtesy of "The Mining and Scientific Press," San Francisco.

IN SIXTEEN YEARS THIS HILL WILL BE ENTIRELY OBLITERATED,
And its treasure of a billion pounds of copper will be recovered and put into useful industry.

attention to this as a simple observer and commend it to the consideration of the physiologists, who alone are competent to draw any conclusions from it."

DIAMONDS IN ARKANSAS—Diamonds are not usually enumerated among the products of the United States, and so the author of an article on the diamond-fields of the world, which was quoted some months ago in these columns, is entirely excusable for failing to mention that among the many things produced by Uncle Sam are also diamonds. It is true the diamond-bearing area of our country thus far discovered is not very extensive, covering only a field of forty acres located in Pike County, Arkansas. Small as it is, however, it is a regular diamond-field of the same type as those found in South Africa, and its diamonds are of as good quality. From a correspondent of THE DIGEST, Miss Ruby E. Livingston, we are in receipt of the following information regarding the Arkansas diamond-field:

"From the surface of the ground, with the crudest of working materials, already more than 2,000 diamonds have been taken, submitted to every known test by diamond experts, and pronounced the equal in quality of the diamonds of South Africa. The diamonds have also been worthy of note in size, the largest weighing eighteen carats. This stone was found on top of the ground. The field of peridotite was discovered some thirty years ago by Dr. J. C. Branner, then State geologist, later president emeritus of Leland Stanford University, and now a resident of Arkansas; but no diamonds were found until a few years ago. An effort was made to interest London financiers, who agreed to help in developing the field, provided that they were given controlling interest; this the Arkansas promoters refused, for fear the field would be kept closed until the South-African supply is exhausted. Recently, London bankers have financed a \$10,000,000 corporation; modern machinery, identical with that used at Kimberley, has been installed, being completed in October, and work has begun in earnest. I recently had the pleasure of holding in my hand a rare canary diamond in the rough, which would cut about two carats, which had been found by one of the officials in September. As to their abundance, we can only conjecture, but a diamond-mine gets better with depth. John T. Fuller, former manager of the Du Toit Pan Mine, of the De Beers Consolidated, Kimberley, in his report of the field, says: 'We may therefore, with a large degree of confidence, expect to be limited in depth only by economic and engineering conditions and not by a failure of continuity of deposit.' The field is in the shape of a 'pipe,' being the neck of a volcano."

MOVING A HILL

ONE OF THE GREATEST MINING PROJECTS in the Southwest is the razing of Sacramento Hill, at Bisbee, Ariz., by the Phelps Dodge Corporation, to recover approximately 25,000,000 tons of low-grade copper ore that is under the mountain. Within sixteen years this mass will have been entirely obliterated and the bulk of its contents sent to the smelter or mill. About a billion pounds of copper will have been recovered in the process. We read in *The Mining and Scientific Press* (San Francisco):

"Since work was started in 1917, more than 5,500,000 cubic yards of material has been moved. When the work is finished there will be, in place of the hill, two pits, one about 1,500 feet diameter and 420 feet deep, and the other about 2,200 by 1,500 feet and 440 feet deep. These data were obtained from exploration by churn-drilling. The total amount of material to be removed is about 40,000,000 cubic yards, slightly less than one-third of which by volume will be ore. It is estimated that it will take sixteen years fully to complete the work. Seven steam-shovels are employed in the operation, and are served by fifteen 'dinkey' locomotives hauling trains of four to six dump-cars. Until the recent reduction in operations was put into effect, the company was handling about 225,000 cubic yards per month. The hill is being reduced by means of horizontal benches which are 60, 45, and 35 feet in height. About sixteen miles of railroad-track was laid to connect these benches with the waste dumps and the concentrator. The ore from the hill will be divided into three classes. All above 3½ per cent. copper will be sent directly to the smelter; ore averaging between 1 per cent. and 3½ per cent. will be sent to the concentrator; and all ore below 1 per cent. copper will be treated by the heap-leaching process. The concentrator and crushing plant are now under construction. The ratio of concentration will be about 4 to 1, and the concentrate will average between 7 and 8 per cent. copper. The razing of Sacramento Hill necessitated demolishing the former power-plant of the Copper Queen, which was situated at one side of the hill. The company has completed the construction of a power-line from the smelter at Douglas to the mines at Bisbee, carrying 4,000 kilowatts. An auxiliary plant of Diesel engines, two of 1,000 horse-power and two of 2,000 horse-power, has been installed for emergency use. The work will necessitate also the abandonment of the Sacramento shaft, the present main hoisting-shaft for all underground operations, and the substitution of the Dallas shaft for this purpose."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 73

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

AN ART JAUNT INTO RUSSIA

ENGLISHWOMEN are plainly getting out of hand. "Margot's" diary revealed a certain wilfulness that the plain, sober English can not fathom. But it has a competitor in the diary of another woman who goes off to Russia to make busts of the Bolshevik leaders. The world of art as well as the world of politics will doubtless be grateful for Mrs. Sheridan's busts, for they help us to understand a

who had done portraits of Kameneff and Krassin (whom, by the way, they spoke of as Comrade), and that I hoped to get through to Russia with Kameneff to do some more portraits there.

"I felt, as they were looking at me, that I did not look like a sculptor. They then proceeded to tell me that no British passports were being issued, and that any amount of people were being held up here. Very cheerful! By this time I had drunk three cups of excellent tea out of a tumbler, and it was nearly midnight and I suggested bed, apologizing at the same time for making use of their room and necessitating their discomfort.

"September 14, Christiania. The newspapers have come out with head-lines and photographs of Kameneff. One describes him as having arrived with a lady, tall and elegant, who carried in one hand a 'kodak aparat' and in the other a box of sweets. She does not look Russian and was heard to speak French."

"I was delighted to find that Mrs. Litvinoff was English, and we had many mutual friends. Both the Litvinoffs were most hospitable. They treated me as one of themselves, and did not inquire into my politics. All day we remained in Christiania, and made an expedition to the wireless station on the hill, from which there is a wonderful view. Misha, the eldest child, a boy of four, accompanied us. He is unruly, wild-eyed, and most attractive, the embodiment of Donatello's 'Laughing Boy.' He says: 'What for is my father a Bolshevik?' and tells his mother to ring the bell for the maid and not do any of the work herself."

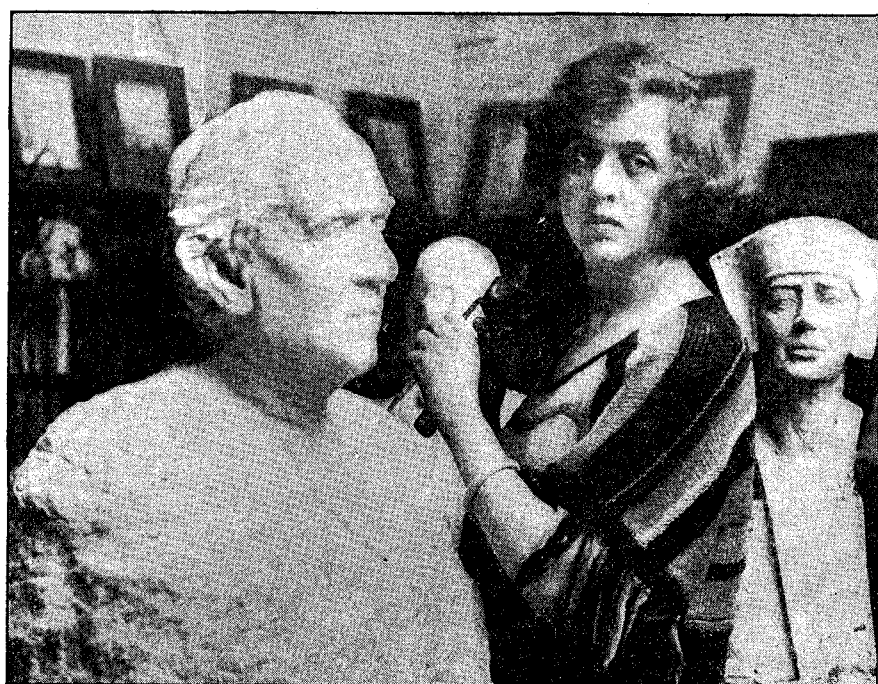
From here we jump several days to find Mrs. Sheridan in Moscow gaining impressions of Soviet Russia:

"September 23. This evening I was invited with the house party to the Foreign Office box to see the ballet. It was 'Coppélia,' beautifully produced, and the orchestra one of the finest I ever heard. The theater is the size of Covent Garden, and decorated with crimson and gold boxes all round the first tier, and the house was packed throughout.

"The audience consisted of working-people who had admission free through the distribution of tickets to certain unions. They were a motley crowd, chiefly *en blouse*. In the royal box, reserved for *commissars* and their wives, there was a man with a cloth cap. The women were eating apples. In the box next to ours there was an old woman with a shawl over her head.

"It was immensely moving to see the absorbed attention of the audience. People leaned their elbows on the ledges of the boxes and watched the ballet with an almost devouring interest. There was not a cough, not a whisper. Only when *Coppélia* came to life as the mechanical doll there were delicious slow ripples of controlled laughter from the children. At the ends of the acts people left the stalls to rush, not for the exits to the foyer, but to get to the front of the gangways, the nearest possible to the stage to see the dancers close to, and to applaud them. The people were tired people, who had worked all day and had earned a good evening, and were enjoying it to the full.

"My only *contretemps* was with a little stenographer from the Foreign Office who was in our box. She observed that I had on the red enameled star of Communism and that I wore white gloves. One, she said, contradicted the other. The white gloves were *bourgeois*. I argued that it only mattered what was in my heart and not what was on my hands. But she would



THE SCULPTOR OF THE BOLSHIEVICH CHIEFS.

Mrs. Claire Sheridan, cousin of Winston Churchill, who abandoned modeling British statesmen—Mr. Asquith, here shown, being one—to go to Russia and do Lenine, Trotzky, et al.

little more of that land of mystery; her diary also is a revelation of the new courage of women who balk at no hardships. As published in both the London and New York *Times* we get the key-note in the first entry, dated September 11, 1920:

"This morning I left London with Kameneff for Russia at his invitation. I was told that the passport office would refuse me a *visé*, that I should be shot as a spy, that relations with Russia were going to be so tense that as an Englishwoman my position would be impossible, that as Winston Churchill's cousin I might be held as a hostage. Heaps more things they said which increased one's sense of adventure and flattered one's self-importance, but made one afraid it was too good to be true. 'I decided to start, all the same.'"

The first encounter with Bolshevik Russia was achieved in Christiania, where she was met by Litvinoff, "a big, square, amiable, smiling man."

"As we entered the Grand Hotel and stepped into the elevator I caught the sound of string-band music which characterizes the Grand Hotels and the Ritz-Carltons of Europe, and suggests all that side of life that we on this trip are not quite in harmony with. Litvinoff accommodated me in the room of one of his secretaries. I felt rather strange, lonely, and lost, especially when questioned by one of them as to my work and plans. Had I been working in a Soviet office in London? I felt rather at a disadvantage, having to explain that I was merely an artist

not be pacified, so I removed the gloves. Considering my costume was a red tweed skirt with a red wool jersey and a tight-fitting cap, I had thought that gloves would not make me overdressed.

"My evening's pleasure was neutralized by the concentrated aroma which arose from the great unwashed.

"September 24. Kamenoff sent word to me that I was to go to a meeting at the theater in the evening; and that I should be in a box near the stage, where I should be able to hear and see well. He was to address the meeting on the subject of his visit to England.

"It poured with rain, the party from his house were late in starting, and we got to the theater after the meeting had begun and were put into the Czar's box. This was already crammed full to overflowing, and all the chairs were occupied by Turks, Chinese, and Persians. No one attempted to offer me a place. Mr. Vanderlip and I stood for some time. People moved in and out, and Turks and Persians (I shall never want to smell geranium again) pushed us about in their impatient efforts to get past or over us. All my British blood was boiling, and I realized that for the time being, at all events, I could not regard the Turks and Persians and Chinese as my brothers."

Her diary reveals almost as much interest concerning Lenin as her bust of him. Of the sitting he granted her she records:

"Never did I see any one make so many faces. Lenin laughed and frowned and looked thoughtful, sad, and humorous, all in turn. His eyebrows twitched, sometimes they went right up, and then again they puckered together maliciously. He seemed to be displaying his faces for me to select. I waited, watched, hesitated, and then made my selection with a frantic rush—it was his screwed-up look. Wonderful. No one else has such a look; it is his alone.

"When the comrade left the room, he stopt and looked at my work and said the only word that I understand, which is *carasho*, which means good, and then said something about my having the character of the man, so I was glad.

"After that Lenin consented to sit on the revolving stand. It seemed to amuse him very much. He said he never had sat so high. When I knelt down in front of him to look at the planes from below, his face adopted an expression of surprise and embarrassment.

"I laughed and asked, 'Are you not accustomed to this attitude in women?' At that moment a secretary came in, and I can not think why they both were so amused. They talked rapid Russian together and laughed a good deal.

"When the secretary had gone, he became serious and asked me a few questions. Did I work hard in London? I said it was my life. How many hours a day? An average of seven.

"I then showed him photographs of my busts of Asquith, Winston, Marconi, Dick, and my 'Victory.' He was emphatic in not liking the 'Victory,' his point being that I had made it too beautiful.

"I protested that the sacrifice involved made victory beautiful, but he would not agree.

"That is the fault of *bourgeois* art; it always beautifies."

"I looked at him fiercely. 'Do you accuse me of *bourgeois* art?'"

"'I accuse you,' he answered, with his eyes twinkling; then holding up the photograph of Dick's bust, he said, 'I do not accuse you of embellishing this, but I pray you don't embellish me.'"

"Presently he said to me, 'What does your husband think of your coming to Russia?'"

"I replied that my husband was killed in the war.

"'In the capitalist imperialist war?'"

"I said, 'In France, 1915; what other war?'"

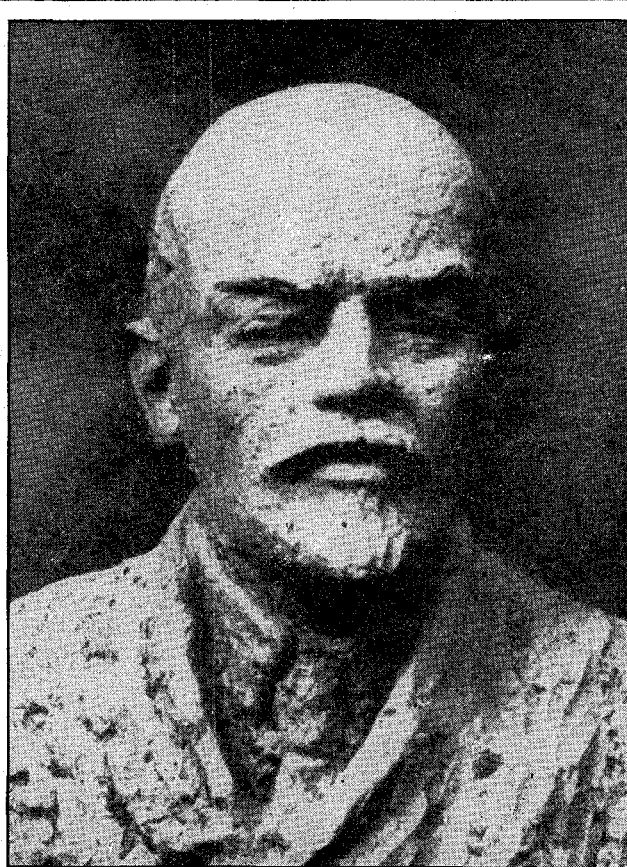
"'Ah, that is true,' he said. 'We have had so many—the imperialist, the civil war, and the war for self-defense.'

"We then discuss the wonderful spirit of self-sacrifice and patriotism with which England entered upon the war of 1914, and he wanted me to read 'Le Feu' and 'La Clarté' of Barbusse, in which that spirit and its development is so wonderfully described."

What the London *Times*, editorially, thinks of Mrs. Sheridan's "escapade" also has its interest:

"Mrs. Sheridan is not a Mrs. Snowden. She did not go to Russia in order to study the political and social condition of the people under the Bolshevik régime, and she shows nothing of the earnestness and pity which are so marked in the British Socialist's pages. She wanted a little excitement. The warnings given her before she started 'increased one's sense of

adventure and flattered one's self-importance.' So she threw over an engagement to model the Lord Chancellor's head, and was sure that 'F. E.' would understand. Doubtless he did. After all, the journey as an adventure was dull. Mrs. Sheridan got one or two 'small thrills,' but 'it is a "sell" coming to Moscow to find it 'so beastly quiet.' . . . Trotsky, viewed full-face, 'is *Mephisto*. . . . Trotsky liked her statue of 'Victory,' because in it he saw 'an emaciated and exhausted figure and still fighting, and that is the allegory of the Soviet'—the Soviet which, as Mrs. Snowden says, means 'the dictatorship of about six men, aided by an extraordinary commission.' Trotsky, as



LENINE.

Who was willing enough to be sculpted by Mrs. Sheridan. "Robespierre, the great precursor," observes the London *Times*, "had his room peopled with busts of himself."

one of the six, admits *les saletés et les souffrances* of the present, but, of course, he predicts that they will end in a glorious new birth."

HOMES FOR WAR-RELICS—Hundreds of war-souvenirs given to the Wisconsin State Historical Museum, mainly by faculty members, students, and alumni of the University of Wisconsin, have been gathered and placed on exhibition. So says *The Press Bulletin* of the University, calling attention to something that might well be copied elsewhere. Things that in private possession became a burden and are destroyed might well be devoted to the cause of general education. *The Bulletin* gives suggestions:

"Included in the collection are specimens of weapons, pamphlets, and relics from almost every country which took part in the world-war."

"Relics from ruined churches, maps from all countries, food and meal tickets, foreign passports, gas-masks, camouflage suits worn by American soldiers in Russia, signs from German dugouts, samples of various hand-grenades, shells, bayonets, pistols, and guns used by soldiers in the various countries are in the collection. A flag which the Third Infantry of the Wisconsin Guard carried over to France and then returned after the armistice to the State Adjutant-General, is part of the exhibit.

"The collection is growing each day through additions sent in from former soldiers who are thus giving their personal collections to the people of the State."

IGNORANCE OF THE PILGRIMS

POETIC LICENSE has much to answer for. If it is alleged as an excuse against troublesome historical fact it may rise up to accuse its user of ignorance if not worse. Now that the Pilgrims are the subject of much scrutiny, Longfellow falls under the ban for his inaccuracies in dealing particularly with Miles Standish and making him figure in history as a "rejected suitor." "It would be well for all who write about the Pilgrim Fathers to pay a tribute of respect to Miles Standish," says Frank H. Kasson, in the Boston *Transcript*, "for he richly deserves it. The descendants of Bradford and Brewster, of Hopkins and Allerton, of Alden and Howland, and the others are all his debtors." Speaking of Longfellow, he says:

"His charming poem 'The Courtship of Miles Standish' has been read by millions of his countrymen and doubtless accepted by great numbers as gospel truth. Yet it has no historical basis. There is not a scintilla of evidence that the fearless Captain, who was small of stature and red-headed, but every inch a soldier—had any desire to win the affections of Priscilla Mullins. He was a very busy man during the first years at Plymouth. And, but for his wisdom, skill, and heroic actions, there is little doubt but what they would have all been murdered by wild savages, who were not wholly restrained by Massasoit. It seems too bad that so brave and unselfish a man as Standish was should now be paraded before his descendants as a rejected suitor. He and they deserve a better fate.

"The poet is no more accurate in dealing with him than he is in describing the marriage of John Alden and Priscilla. What a pretty bit of fiction it was to place Priscilla on a 'milk-white steer,' when there was not a cow, nor a steer, in all New England! And, by the way, John Alden was far too wise a man to have led his bride even one mile away through the woods, at the time they were married, unless armed men had attended them."

Many who are now writing about the Pilgrims are accused of being "careless or unmindful of facts which could easily be obtained." Only one is chosen for discipline, but his derelictions are counted up in a long list:

"Let me call attention to one such writer, in *The Congregationalist*, recently. President Frank R. Shipman, in his pageant, 'The Pilgrim Way to Freedom,' offers a scene on Cole's Hill, 'the first week in March, 1621,' which is quite prettily put, but which is about as full of misstatements as it can well hold. Permit me to call attention to some of these which may well serve as an object-lesson for other writers who might let imagination part company with facts. He says: 'A light snow covers the ground.' What basis is there for that statement? Of course, some winters, there has been snow, at Plymouth, early in March. But this was a remarkably mild winter, which was a blessing to those starving, dying settlers."

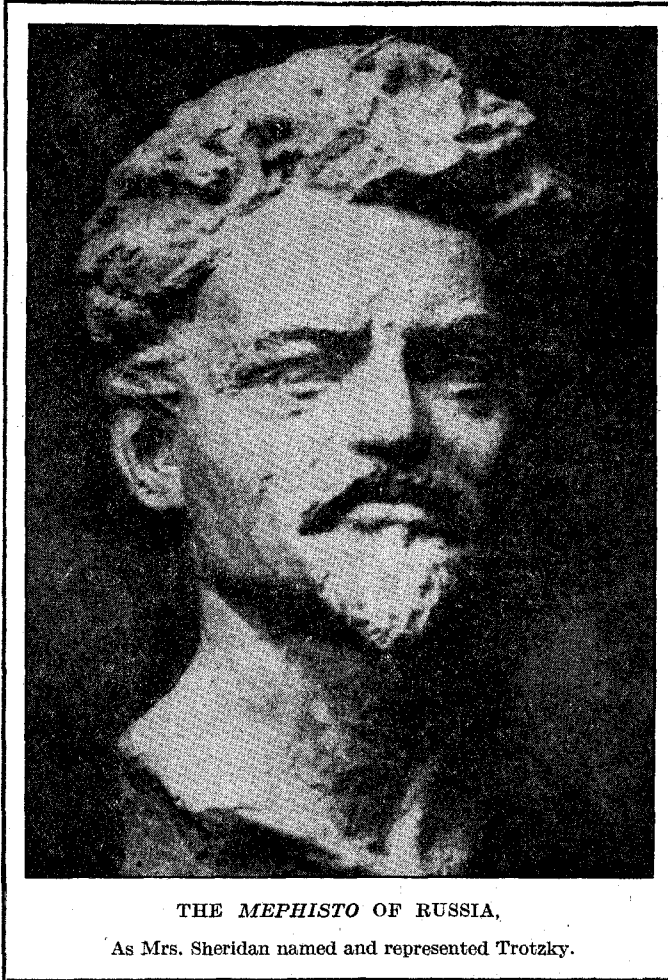
For proof Mr. Kasson seems able to produce meteorological records covering December to April. Of the March record he quotes:

"March 3, 'towards noone warm and fayre weather; the birds

sang in the woods most pleasantly'; then at one o'clock claps of thunder and at 2 P.M. 'it rained very sadly till midnight' March 7, 'this day some garden seeds were sown.' These dates are all old style and taken from that very informing book 'Mourt's Relation.' As a matter of fact I can find no record of any snowfall, after they reached Plymouth, that winter. Would they not have been more likely to chronicle a snow-storm than all these rain-storms? Also, Cole's Hill was very near salt water for snow to remain on the ground, anyway."

Turning now to other objections:

"Priscilla sits 'on a fallen log,' and Miles Standish 'on another log.' Do you think there were logs about Cole's Hill at that time? All that side hill was cleared ground, as well as eight acres on Burial Hill. Pictures of the early cabins along what they called 'the street,' since known as Leyden Street, do not bear out that idea. Had there been any loose logs as near as Cole's Hill how gladly would the Pilgrim's have used them for fuel or in their cabins. Do you realize that every log for each of their cabins and every stick of firewood had to be carried in the arms or on the backs of men over forty rods? This 'Mourt's Relation' says 'Our greatest labor will be fetching of our wood, which is halfe a quarter of an English myle, but there is enough so fare off.' They had no horses or mules or oxen to do the heavy work. Everything had to be done by men. And by February only about eight men were left to cut fire-wood, to lug it to the cabins, to build fires, to do the cooking, to wash the clothing, to care for the sick, and to bury the dead. It was no small work to dig graves for all who died. I respectfully submit that Standish was too busy and active a man to sit idly on a log, and let his hand close over Priscilla's, whose father had died but two weeks before (February 21), and the Captain's wife, Rosa-



THE MEPHISTO OF RUSSIA,

As Mrs. Sheridan named and represented Trotzky.

Standish, on January 29 (O. S.). This idea is wholly due to Longfellow's poem. And, remember, Indians had been seen in considerable numbers, but as yet the Pilgrims could not speak with them. It was March 22 before Massasoit came to make a treaty of peace with Governor Carver. As the men were few, the Pilgrim women and girls were then in mortal fear of the Indians. So I neither think Priscilla would have gone to Cole's Hill alone that first week of March, nor that Standish would have left any logs there on the ground behind which skulking savages might conceal themselves.

"Our author makes Standish ask Priscilla: 'Where is it that Mistress White is buried?' And Priscilla answers: 'Yonder, by the little pine.' This is very interesting, as Mistress White lived nearly sixty years after that first week in March. At this time, her son, Peregrine White, was about one hundred days old. (He was 'born in their absence' on the Second Discovery, between November 27 and 30, 1620). If his mother was dead how would he have lived, when there was not a drop of milk to be had? As matter of record this Mistress (now widow Susanna) White married Edward Winslow on May 12, 1621, being the first bride in Plymouth. She bore him several children and lived to see their son Edward Governor of Plymouth. He was governor from the death of Governor Thomas Prence, in 1673, till his own death in December, 1680; he outliving his mother some three months and being buried at the expense of the colony as a mark of their high esteem. Both Resolved and Peregrine White lived on many years after the death of their mother and their distinguished half-brother, the fifth Governor of Plymouth."

A SCOTCH TILT AGAINST MARK TWAIN

MARK TWAIN GETS A BIT of rough handling from an outraged Scotsman for failing to appreciate Scott's novels. The limitations of the American humorist are revealed to this protester by Mr. Paine's recent edition of Mark Twain's letters, but the author of them has passed where he can not hear the present outcry against the "reckless and sweeping condemnation of the novels of Walter Scott." Mr. Robert Blatchford, editor of *The Clarion*, one of the laborite papers of England, takes a little comfort in the reflection that "Mark Twain, like the rest of us, had his limitations; he was ultra-modern and he was ultra-American, and one does not expect him to take orthodox views of the classics; but there are limits to such license, and Mark Twain's contempt for Scott, and his attempt at sober criticism of Scott, are appallingly foolish." Mr. Blatchford's fury is so aroused that he includes the members of Mark Twain's circle of personal friends in his explosions of wrath. He traces the source of his irritation to "a letter to an owlish American critic," Brander Matthews, to which Twain put a series of questions containing the dynamite. Thus:

"Are there in Sir Walter Scott's novels passages done in good English—English which is neither slovenly nor involved?"

"Has he heroes and heroines who are not cads and cadesses?"

"Has he personages whose acts and talk correspond with their characters as described by him?"

"Has he funny characters that are funny and humorous passages that are humorous?"

"Does he ever chain the reader's interest and make him reluctant to lay the book down?"

"Can you read him and keep your respect for him? Of course a person could in his day—an era of sentimentality and sloppy romanticism—but, land! Can a body do it to-day?"

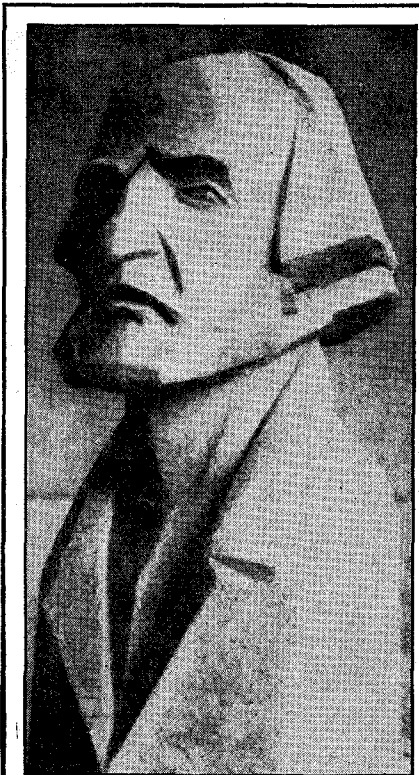
"Mark goes on to speak of 'Rob Roy,' and says: 'Lord, it's all so juvenile! So artificial, so shoddy; and such wax figures and skeletons and specters. Interest? Why, it is impossible to feel interest in these bloodless shams, these milk-and-water humbugs. And, oh, the poverty of the invention!'"

Finishing "Mark Twain's diatribe" Mr. Blatchford went straight to "Rob Roy," "just to refresh" his memory. He found he had "read it right through and forgot Mark Twain's Letters" until he had nearly finished it, when there suddenly came into his mind that question:

"Has he funny characters that are funny?" A question the American humorist asked after reading the book which contains *Baillie Nicol Jarvie* and the *Dugald* creature.

"There is nothing the matter with Walter Scott. The question I find it difficult to answer is: what was the matter with Mark Twain?"

"Scott's English is the somewhat formal English of his day. His characters, women and men of the first decade of the eighteenth century, speak the more formal English of their day. Sir Walter knew better than to make a Highland chief or Border gentleman of the year 1710 converse in the English of 1830. The manners and the opinions of the well-to-do classes of two hundred years ago doubtless struck Mark Twain as stilted and pedantic, but he ought to have known enough not to expect a Border raider of the '45's to talk or think like a Mississippi pilot of the '60's. Mark's historic sense was at fault. The modern American journalist has learned a good deal that the ancient Scottish nobility did not know, but they have forgotten not a little that the old nobility did know.



BOLSHEVIK SCULPTURE.

For comparison with Mrs. Sheridan's method we show this Russian bust of Louis Auguste Blanqui, whom they call Blanky, a French Revolutionary economist who fought in the Commune.

"The 'romantics' of Scott's novels were not shams, they were realities. The Highlands in those troubled times were the theater of much wild chivalry and adventure. Scottish history is as romantic as any novel by Scott or Dumas, and *Rob Roy* and *Dugald Dalgetty* are not as sentimental as 'The Outcasts of Poker Flat.'

"Mark Twain accuses Scott of failing to find the right word, but Mark uses the wrong word when he calls Scott's heroes and heroines cads and cadesses. Scott's heroes may be snobs, as judged by modern standards, but they were never cads. Mark says Scott's characters did not speak in harmony with their natures as described, but Scott never made such a bloomer as Mark Twain made in 'Joan of Arc,' when he represented a French noble of the fourteenth century as speaking the American idiom of the nineteenth."

Mr. Blatchford turns to another part of what he calls this "weird letter to Brander Matthews," wherein Mark Twain observes that "Scott used to be great, but is great no longer." The American has stirred the national pride of his transatlantic reader who first settles the question of greatness, then promises to keep an open eye on Mark Twain's other limitations:

"Well, one of the chief essentials to greatness in fiction is the creation of character. Scott created great characters: *Louis XI.*, *Charles II.*, *Balfour of Burleigh*, *Dugald Dalgetty*, *Baillie Nicol Jarvie*, *Jenny Deans*, *Claverhouse*: merchants, kings, thieves, gipsies, priests, and sailors; and despite the change in language, manners, and tastes, his characters still live and still hold our interest and admiration.

"Mark Twain's modern American iconoclasm was not consistent. He reviled the romances of Sir Walter Scott, ridiculed the romance of King Arthur, and fell under the spell of Joan of Arc. Why or how he so truly grasped the significance and beauty of that one heroic figure and failed to see the appeal of all the rest, it would not be easy to explain. How the man who wrote that masterly and tender story of the Maid of Orleans came to make such an ass of himself over 'Rob Roy' is one of the mysteries of literature.

"However, it's an ill wind that blows nobody good, and Mark Twain's *gaucherie* has had the effect of sending me back once more to the 'Wizard of the North.'

"I shall read 'Mark Twain's Letters' also. I want to find out, if I can, what he thought of 'Vanity Fair' and 'Sartor Resartus' and 'Pickwick,' and I want to discover, if that be possible, upon what principles of taste or judgment (if any) the author of 'Huckleberry Finn' based his criticism of our greatest writers."

GERMAN OPERA—Tho the Metropolitan Opera Company has been careful to avoid offense by using English words for opera by German composers, we are soon to see the test of public feeling toward the original text. The New York *World* bespeaks charity:

"The revival at the Manhattan Opera-house of German opera sung in German should be welcomed by music-lovers. It will, we are sure, be received with equanimity by all other citizens save a certain class of desperate patriots who are still pouring out their bile, if not their blood, in fighting a war ended two years ago.

"Fortunately, we believe that the great majority of the community has recovered from the unreasoning bitterness which sought to visit the military sins of a nation on its art and culture.

"German songs have been sung in German on concert stages in New York for the last year without disastrous results to 100 per cent. Americanism. The Republic can now face with fortitude the more insidious assaults of German sung upon the operatic stage."

RELIGION-AND-SOCIAL-SERVICE

EMPLOYERS "POISONING THE SPRINGS" OF CHILDHOOD

"THE LITTLE HANDS TOO SKILFUL, and the child-mind choked with weeds," are of serious import, not alone to the poet, who may be called sentimental, but also to the statesman concerned about the nation's future. Herbert Hoover—who does not forget the children of his own land while trying to save the lives of those across the sea—says that "child labor is poisoning the springs of the nation at their source." A land which overworks its children, stunting their physical growth and preventing their mental development, is building for future national disaster.

Those who have been comforting themselves with the thought that Federal and State laws and an enlightened public conscience are abating this evil may be rudely shocked by the National Child Labor Committee's declaration that child labor is to-day on the increase. For the first half of 1920 fourteen States reported an increase of child labor as against seven (including the District of Columbia) reporting a decrease. Investigators in California have found tots from three to five years old marching from the cradle to the cotton-

fields of the Imperial Valley and picking all day long. Others tell of overworked children on farms in many other States, reminding us of the occasional reports of scientific authorities who find city youth superior to the country-bred. Schools are being emptied to fill both field and factory, and the ideal of school for every American child to the age of sixteen is a long way from realization. While much of the blame is attached to employers who drain large profits from the labor of children, investigators find that parents are often no less culpable. The fact that they themselves grew up in ignorance is sometimes pleaded in palliation of the neglect of their own children. In other instances, farmers report that adult labor is so scarce that they are forced to put their children in the fields. Paradoxically, both the high cost of living and high wages are also entered as causes producing child labor; in the one case, the child's wages are needed; in the other, the gain is tempting. Adult unemployment does not seem to check child labor, for there is often work for children where there is none for grown men. In fact, certain industrial centers where there was adult unemployment witnessed more children leaving school to go to work in 1920 than in the preceding year; in the country, where they are "few in a hill and not very big," children are at a premium as laborers. Fact and figure accompany reports made by various agencies on a situation which all agree demands immediate and most careful attention. In its announcement that Child-Labor day is to be observed late this month, in churches, synagogues, schools,

colleges, and clubs throughout the country, the National Child Labor Committee informs us that—

"A well-known educational authority believes that up to 1916, 75 per cent. of our children left school before they were sixteen to enter industry. In the city of New York alone over 49,000 children secured work permits in 1919. In New Jersey about 19,000 children a year secure permits to leave school for work. In Massachusetts there are some 30,000 children between fourteen and sixteen at work each year. And there are States which are neither so careful in accounting nor so strict in regulating the labor of children as New York, New Jersey, and Massachusetts, with the result that in some places children may work at any age, for any hours, and under any conditions."

In Baltimore County, Maryland, there were 4,064 more applications for work-permits up to October 31, 1920, than in 1919, while during the summer the Chicago authorities reported an increase of 13,000 in that city, and in Minnesota there has been an increase of 193 per cent. since 1915. The situation is very serious, says the committee, and it reports that in Detroit the supervisor of compulsory education real-

ized the gravity of the situation there to the extent that he offered to revoke the permits of 1,000 children if the city would give their families such aid as would enable the children to return to school and make their places in the factories available to men now unemployed. However, it is not merely to relieve adult unemployment that children should be taken out of industry—

"The place for every American child up to sixteen, at least, is in school, and we have proved that by mothers' pensions, child-labor scholarships, and other devices for public aid, even poor children may be kept in school. The child who goes to work at fourteen has an earning capacity at twenty-five just half as great as the child who stays in school until he is eighteen; and the child who goes to work at fourteen is twice as liable to sickness and disability as the child who stays in school. In fact, the loss to the nation in health, efficiency, and happiness created by premature employment is incalculable."

A close-up view of rural conditions was given at a recent meeting of the New England Milk Producers' Association, at New Braintree, Mass. As reported by the Worcester *Telegram*, Clifton C. Walcott, of Barre, said that "child-labor laws work wonderfully in factories but don't go on the farm. Without the labor of our children under sixteen and the work of our wives, who do a man's work on the farm and a woman's work in the house, every man in this gathering would be stone broke. Our children go to the cities for a day's pay as soon as they grow up." In addition to this situation is to be considered the



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WHERE IGNORANCE IS NOT BLISS, BUT HARD WORK.

A typical home of juvenile cotton-pickers in California's Imperial Valley.

shortage of children on the farms. As summarized by *The Survey* (New York), the report of an investigation of 10,000 rural homes conducted by the United States Department of Agriculture shows that—

"In 7,467 farm-homes there was an average of but 1.18 children under ten years. The survey showed 0.9 children under ten years and 0.77 children between ten and sixteen years in the East on a basis of 2,573 reports, while in the Western section there were 1.4 children under ten years based on 1,734 reports and 0.97 children between ten and sixteen years based on 1,823 reports. Thus the number of children in farm-homes in the East falls considerably below the country-wide average."

"In any event, child life is at a premium in rural districts," says Florence E. Ward in *The Weekly News-Letter* of the Department of Agriculture, "and for the future of our agriculture, if for no other reason, an intelligent effort should be made and as much money expended to safeguard the child crop on the farms as to safeguard other crops that have to do with building up the farmstead." As worthy of note, it is recorded in *The Survey* that in Florida, Maine, and South Carolina the decrease in child labor is due mainly "to the enforcement of new child-labor or school laws, or both; in Missouri the Federal law and the new continuation schools are given as reasons for the decrease." But the general outlook is not inspiring, altho "in the conservation of its child-life, with all that such a phrase connotes in wholesome recreation, in a fuller and more adequate education, in the opportunity for normal social intercourse, in the unfolding of youth—upon such things do the stability and expansion of the State depend."

Striking illustrations of the pernicious evil of child labor are furnished in the Imperial Valley district of California, where writes Emma Duke in *The American Child*, "children thick as bees" labor in the cotton-fields. "All kinds of children pick—even those as young as three years! Five-year-old children pick steadily all day." Many of these infantile laborers are Mexicans, but also there are many white children of pure American stock among them. A large number of these children go from the cradle to the cotton-fields because of economic conditions; many because of the ignorance of their parents, to whom "education" is a futile thing; others because of the sheer avarice of their parents. Migratory families come into the district in their cars, and one father who was prest to send his children to school said: "Please, lady, don't send them to school; let them pick a while longer. I ain't got my new auto paid for yet." Another father said: "If the working people would only stand together it wouldn't be no need to work children so as to live." It has been estimated, says the writer, that between 2,500 and 3,000 children under sixteen years of age are out of school picking cotton in this district. Yet schools are provided, and, when needed, additional facilities may be obtained. As it is, "the child-labor situation in the agricultural areas of California, especially in the Imperial Valley, has admittedly

grown worse, and will continue to grow worse, unless the child-labor law is enforced. The law is clear. The violations are open and undenied."

CHURCH UNITY IN INDIA

WHILE THE WESTERN LANDS ARE TALKING about it, the Orient may lead the world in establishing Church unity. Several years ago, we are informed, the missionaries and Indian Christians of South India organized the South India United Church, composed of Congregationalists, Presbyterians, and Dutch Reformed. The intention was not to associate together in a Western or American Church, but rather an Indian Church, the character and type of which should be determined by the Indian Christians themselves. Now, says the Rev. Harold Cooper, of Madura, India, in *The Christian Herald*, "that Church is well established and thoroughly organized throughout the whole of South India. The relation of the missionary is peculiar. He is very largely controlled by the Indian Church, and the foreign missionary



A FOUR-YEAR-OLD COTTON-PICKER.

societies themselves are happy to have it so." This union has become so successful that the Christian leaders of India put to themselves the question:

"Why not have one great united Church of India?" Such a proposal almost took away one's breath; but the proposers were men of vision and prayer, and, within the past eighteen months, it has seemed as tho this dream might come true.

"What has happened? The answer is one of progress. Negotiations between Episcopalians, Methodists, Presbyterians, Congregationalists, and others are in progress which promise the realization of this dream of union. The South India United Church has appointed a committee with a view to union with the Anglicans on the basis of a constitutional episcopacy, and equality of ministry, and open communion with all evangelical Christians."

Meanwhile, the Christians of North India are planning to enter into organic union, so that we may see in the near future an Indian Church composed of about three million members. This would mean:

"1. A united, aggressive Church presenting one front to Hinduism, Mohammedanism, and the lesser faiths of India.

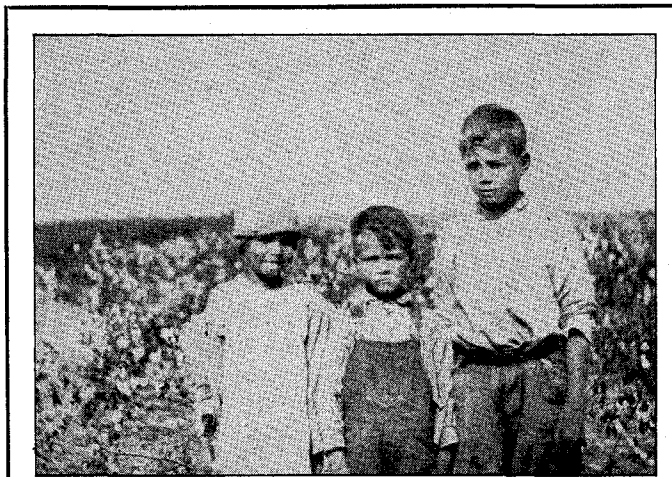
"2. An elimination of sectarian differences which the Indians can not understand, and which are largely Western in origin.

"3. A fulfillment of our Lord's prayer, 'that they all may be one.'"

After thus summarizing what is being done in India, the writer in *The Christian Herald* voices his regret that union of the churches can not

be effected in the United States. But—

"In India the future for cooperation and church union seems bright. There will be modifications of the present scheme, but ultimately the Indian Christians themselves will find a way to work together for the evangelization of the land of the Vedas. May God hasten that day!"



YOUNG AMERICANS ROBBED OF THEIR BIRTHRIGHT

By being kept out of school to pick cotton. Preston Watson, aged 11, who wants to go to school; Thomas, aged 5, and Della, 7.

CHRISTIAN CONSCIENCE AND POISON-GAS

WHEN AT YPRES the Germans drenched Canadian soldiers with gas and watched them writhe in agony, the world was horrified with the inhumanity of this new weapon of war, and a great outcry went up. The resentment of the soldiers against being "gassed," against "being caught in a trap and smothered like rats," with the terrible suffering it entailed, was taken up at home, and a clause prohibiting the use of poison-gas was written into the Versailles Treaty. Nevertheless, chemists in Great Britain and in this country have been requested by their respective Governments to carry out tests for a more deadly form of gas, and competition is on for the manufacture of a chemical product which will slaughter, not save, human life. A British chemist refused to use his knowledge to this end. *The Herald of Gospel Liberty* (Christian) is stirred by the report that "many of the most noted chemists in the United States are busily engaged in making tests and experiments in the use of deadly gases in order that America may have an 'efficient gas defense' in case of another war." Only a few years ago, we are reminded, Americans were indignant with the nation that would "so far degrade itself as to stoop to the use of such a horrible instrument of warfare." But now it is claimed in a tone of "pride and satisfaction that 15,000 chemists have been enrolled ready to enter the service at a moment's notice and are already busying themselves with research along these hideous lines." The fact that Great Britain was doing the same thing "was skilfully insinuated" into an article on the subject "as a sort of justification for America, tho it was frankly admitted that there is a clause in the Versailles Peace Treaty which forbids the use of poison-gas in warfare." Public sentiment seems to have remitted its censure,

"And the distressing point of the whole matter is that not one voice has been raised in protest, so far as we have heard, nor have we seen one single article from any editorial pen against this humiliating and degrading course so coolly laid down by our army officials for our nation. To this silence there has been, to our knowledge, only one exception, and we regret exceedingly that we can not give the name of one of the most noted chemists of the United States who has indignantly refused the Government his services for such a purpose, finely declaring that he understands it to be the business of skilled chemists to inquire into the ways of prolonging life rather than to seek out horrible methods for its destruction.

"This whole 'gas' enterprise is only another leaf out of the book of militarism which is being written into the history of our nation just at the present time by those who make profit and gain out of war—but it is a page that ought to arouse every Christian conscience to a quick and defiant resentment in behalf of the honor and nobleness of America, against which it ought not for a moment to be possible to bring even the suggestion of such inhuman practises, no matter what the rest of the nations of the world may do."

But since the world is not yet converted to pacifism, the *New York Evening Post* questions whether the scientist has the right to determine how he shall serve his community in the event of war. Few will doubt the sincerity of Professor Soddy, the British scientist who refused to cooperate with the British War Office in undertaking chemical warfare research. But, continues this newspaper,

"Science is not exempt from the obligation resting upon all other branches of creative labor to produce what is needful for the actual present requirements of the human race. It has no right to define what ought to be the needs of mankind and then to decline to consider its real needs. At the present stage of human development munitions of war are demanded because men still believe in war as the final arbiter. The producers of swords and shells and cannon can not refuse to distinguish between practical necessities and ideals. Like Nobel, whose fortune was made out of an essential of war, they may work

for the furtherance of an ideal contrary to the purpose for which their products are intended. The scientist who is opposed to the use of poison-gas may strive to bring about the change which will cause its elimination. But in so far as he possesses knowledge which can be of assistance to a community that needs poison-gas, in a world not yet converted to pacifism, it is his duty to cooperate. A surgeon will not be applauded for refusing to perform an operation on a patient because he disapproves of the latter's opinions or believes that the life so saved will be misspent. Scientists can not avoid the penalty of living in this world as it is, however certain they may be of what it should be."

FLIPPANT MUSIC IN CHURCH

MUSIC IN SOME of the Protestant churches was once condemned as a satanic artifice to lure men's thoughts away from God; now the appeal of the "divine note" is so widely recognized that the only controversy is over what the organist plays. In recent years there seems to have been a marked tendency to use secular music in the church, and it is being seriously questioned whether a halt should not be called. No devout frame of mind can be induced by the "Song to the Evening Star," or the intermezzo from "Cavalleria Rusticana," or the barcarole from "The Tales of Hoffmann," writes the Rev. J. F. Ohl, himself a musician, in *The Lutheran*. The compositions are often of the most insipid and flippant type, and "such secular strains at once transfer the thoughts to other places and scenes, and for the moment all worship ceases." Primarily, the writer believes, the question of the proper use of the organ rests with the organist, but it is essential in the very first place that he be "a devout person." It is to be considered that—

"His position is next in importance to that of the minister. He can do a great deal to further devotion and a vast deal to hinder it. The latter he is almost sure to do if he is not a Christian. How can one who does not himself know the saving, life-giving power of the Gospel enter into the spirit of that worship which only God's word and grace can beget? How can he have a holy reverence for the place which to him is not really 'the house of prayer'? How can he feel what befits the holy place and its holy services, and what not? Such a person has no business on an organist's bench, nor should any Christian congregation that wants a godly man in its pulpit ever give the next most important place to one who is not.

"The organist, moreover, should be musically intelligent. He should not only have the technical ability to handle his organ well, but he should also be fairly conversant with the history of music, especially of church music, and know the phases through which it has passed, the influences it has encountered, etc. He should have a large acquaintance with the music of the different periods and schools. He should be as familiar with the ancient plain song as with the modern chant; with the purely vocal works of the old Church composers as with those of modern writers; with the stately and vigorous choral melodies of the German Protestant Church as with the best tunes from other sources; with the substantial organ compositions of Bach and his school as with the productions of recent times. It is only such knowledge that enables the really sincere organist to select compositions that will not conflict with the character and spirit of the Church's service as an act of worship.

"Nevertheless, the blame must not always rest on the organist. Some years ago I said to one of Philadelphia's leading organists: 'If I were pastor of a church and you were my organist and played what I hear in some churches either you would leave or I would.' He answered: 'I know what belongs in the church, and what not; but suppose the congregation demands the kind of music you oppose, and your living depends on holding your position, what would you do?' I could not reply. Here was a man of fine ability and superior intelligence, who was obliged, against his will, to profane the house of God to please a less reverent congregation. I am not sure but that some organists of Lutheran churches have had the same experience.

"What does your organist play?" is therefore not only a question to be considered by the one who presides at the organ, but it is equally pertinent to the congregation. Let both remember the psalmist's words, 'Holiness becometh thine house, O Lord!'"

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CURRENT - POETRY

CHRISTMAS passed without a wide stirring of the poetic waters, but *The Yale Review* brought forward the following that merits a rereading:

THE SHEPHERDS' FIELD

By EDWARD BLISS REED

From Bethlehem the way runs steep
Through Beit Sahour, a town asleep;
No lights within the houses keep
A welcome for the night.
By rocky path we reach the plain
To lose our way. Through fragrant grain,
Ripe barley-fields, our goal we gain.
(May stars were ne'er so bright.)

The Arab boy who guides me there
Sees but a field, a tree, the bare
Stone wall—(What incense fills the air!
Be still, my lad, be still.)
He does not hear the chorus swell
With strange, unearthly notes—No! /
He deems it but a distant bell
That rings on Bethlehem hill.

To him the enchanted melodies
Are but the winds in olive-trees.
(Be still, my boy; fall on your knees.
Look! Look! o'er Bethlehem's tower,
A star that flames above them all;
See, on the town it seems to fall!)
To him 'tis but the star they call
In Arab tongue "The Flower."

"Peace and good will." I surely hear
Voices long hushed now singing clear;
To-night the dead seem very near.
"Peace and good will to men."
Not yet—forever must we wait? . . .
(Take up your lantern, boy; 'tis late:
The star has set. Out through the gate
To Bethlehem again.)

THE Irish martyrs, the first of those who gave up their lives in the Sinn-Fein uprising, inspire Ireland's foremost poet after a lapse of years. These verses, which appear in *The New Statesman* (London), are born rather of reflection than of passion, but they signify a literary landmark in Ireland's struggle:

EASTER, 1916

By W. B. YEATS

I have met them at close of day
Coming with vivid faces
From counter or desk among gray
Eighteenth-century houses.
I have passed with a nod of the head
Or polite meaningless words,
Or have lingered awhile and said
Polite meaningless words,
And thought before I had done
Of a mocking tale or a gibe
To please a companion
Around the fire at the club,
Being certain that they and I
But lived where motley is worn:
All changed, changed utterly:
A terrible beauty is born.

That woman's days were spent
In ignorant good will,
Her nights in argument
Until her voice grew shrill.
What voice more sweet than hers
When young and beautiful,
She rode to harriers?
This man had kept a school
And rode our winged horse.

This other his helper and friend
Was coming into his force;
He might have won fame in the end,
So sensitive his nature seemed,
So daring and sweet his thought.
This other man I had dreamed
A drunken, vainglorious lout.
He had done most bitter wrong
To some who are near my heart,
Yet I number him in the song;
He, too, has resigned his part
In the casual comedy;
He, too, has been changed in his turn,
Transformed utterly:
A terrible beauty is born.

Hearts with one purpose alone
Through summer and winter, seem
Enchanted to a stone
To trouble the living stream.
The horse that comes from the road,
The rider, the birds that range
From cloud to tumbling cloud,
Minute by minute change;
A shadow of cloud on the stream
Changes minute by minute;
A horse-hoof slides within it,
And a horse plashes within it
Where long-legged moor-hens dive,
And hens to moor-cocks call.
Minute by minute they live:
The stone's in the midst of all.

Too long a sacrifice
Can make a stone of the heart.
O when may it suffice?
That is heaven's part, our part
To murmur name upon name,
As a mother names her child
When sleep at last has come
On limbs that had run wild.
What is it but nightfall?
No, no, not night but death;
Was it needless death after all?
For England may keep faith
For all that is done and said.
We know their dream; enough
To know they dreamed and are dead.
And what if excess of love
Bewildered them till they died?
I write it out in a verse—
MacDonagh and MacBride
And Connolly and Pearse
Now and in time to be,
Wherever green is worn,
Are changed, changed utterly:
A terrible beauty is born.

The Villager could give us nothing more after its own heart, bringing up the vision of country lanes, little houses, trees, and homely flowers. The author signs herself from Hemet, California, but her lines speak of an older home:

A POEM

By MARGARET ADELAIDE WILSON

Seeing, it is a gladdening thing:
White birds against a morning sky.
Blowing poppies, nodding grasses,
Light that grows and fades and passes,
Young-leaved poplars shining high.

And God be thanked that gave us hearing
For children's laughter, sweet and bold,
For winds that whisper old hills round,
For every intimate sweet sound
The quiet golden evenings hold.

But oh, 'tis scent that makes immortal
The little lives of mortal men!
Roses with haunting sweetness riven,
Incense, to lift men's hearts to heaven,
Lilacs, to draw them home again.

Few of our women poets of to-day have a surer touch than Mary Carolyn Davies. The two poems that she contributes to *The Saturday Evening Post* are of the texture of thought and emotion that pure verse requires:

SEA-GULL SONG

By MARY CAROLYN DAVIES

My thoughts are mighty sea-gulls,
Shining out to sea,
As white and strong as sea-gulls,
As avid of the sea.
They rest upon the green waves,
Then mount up, one by one.
My thoughts are lordly sea-gulls,
Lovely in the sun.

My body stays in bondage
Upon the shore, I know;
But lazily float the sea-gulls
Like great flakes of snow.
Lazily float the sea-gulls,
Drifting in the blue,
My thoughts are bright as sea-gulls,
Their flight as true.

They scorn the towns, the shore-line;
Their home is in the sky;
They joy to breast the tempest,
My thoughts, more strong than I.
Mean household tasks may hold me
And four walls conquer me,
But my thoughts are sea-gulls
Lifting out to sea.

PIERROT WAS MY FIRST LOVE

By MARY CAROLYN DAVIES

Pierrot was my first love,
That due to him belongs.
He stood beneath my window
And sang old songs.

All the songs of battles
And knights that ride;
Songs about that love for which
Once men died.

Pierrot called me softly,
Beneath the hedge.
"Come with me," he whispered,
"To the world's edge!"

"To the edge of the blue world
And the end of the sea!"
So, while all the house slept,
He spoke to me.

The moon was his comrade,
The night his friend.
"Come, my dear," he whispered,
"To the earth's end."

The stars were his servants
And his house the road.
His words were a spur to me,
A lure, a goad.

Pierrot was my first love!
Moonlight on his hair!
Oh, his eyes of laughter!
Oh, his gallant air!

But you should not be jealous,
Nor yet frown so;
I'll tell you, love, a secret
If you bend low:

Whether he came at eighteen
Or at twenty-five,
Pierrot was the first love
Of every girl alive!

Do you realize the greater delicacy of modern candy?

IN recent years there has been great and rapid progress in candy making.

YOU may look back with fond recollection to the candy you used to delight in ten years ago. But if someone should give you today a box of chocolates just like your favorite of that time you would be disappointed. The chocolate and the centers would not seem as delicate as those you get today. We know that the selection would not please you. Practically every piece in the box would seem old-fashioned and there would be very few of the varieties which you expect in the modern box. There are few varieties of assorted chocolates in the candy box to-day that have not been greatly improved in recent years.

MOST of the varieties are actually new creations—more costly both in their materials and their method of preparation.

IT is just as much a fashion or style development as you find in the design of gowns and hats. The increased

buying of the finer varieties, such as Huyler's, is proof that this progress in making candy more delicate and tempting has met with general approval among candy buyers.

WHEREVER you live, wherever you travel, you are entitled to get the most dainty modern candy. And you can get it, if you will go to the slight trouble of seeking out the Huyler store or the Huyler agent. There is one near you.

THERE is probably not more than one, because it is the Huyler policy to be represented in each locality by but one merchant, to whom all habitual users of Huyler's candies go regularly.

ALL the demand in your locality for Huyler's is thus concentrated in one store. This store, therefore, is able to judge accurately just how much high-grade candy it needs each week, to meet that demand. Our agents get their candy by fast express shipments. This is important because the greater delicacy of the modern high-grade candy requires that it be eaten fresh.

Huyler's
NEW YORK

\$2.50 per lb. \$2.00 per lb. \$1.50 per lb.

Near you there's a Huyler agent, who gets, by express direct from New York, the newest and most delicious varieties of candy

WORLD-WIDE-TRADE-FACTS

POLAND'S METAL INDUSTRY

(The Economic Review, London, England)

IN A RECENT NUMBER of *Weltwirtschaft* appears a lengthy article on the prospects of the Polish heavy industry, which will, of course, be greatly enriched by the acquisition of some of the most prolific regions of Upper Silesia. In the writer's opinion, however, it is open to question whether the development will be as rapid as is anticipated in Poland. It is true that Polish industry was previously handicapped by the comparatively small quantity and inferior quality of the coal at its disposal, only 7.3 per cent. of the eastern coal-deposits being allotted to Poland, while Austria and Prussia appropriated 43.5 per cent. and 48.6 per cent. respectively. At the same time the consumption was so small that even the relatively slight output of the mines was not exploited to its full extent. In 1913 the Polish output at Petraschek amounted to 6,833,588 tons, as against 43,801,056 tons, in Upper Silesia. The rate of production only increased very slowly, since already in 1900 it amounted to 4,109,000 tons. In 1913 there was a further yield of 1,900,000 tons from the newly acquired Krakow basin. Only 8 per cent. of the quantity retained for Polish use—i.e., 87 per cent. of the aggregate yield—was used in the foundries. These figures show that the heavy industry of Congress Poland was in an undeveloped condition, in spite of the juxtaposition of ore and coal in the southwest. The iron ores of the Polish Mittelgebirge are important, the most prolific deposits being situated between Kielce and Serudomierz. In the region of Dombrowa are deposits of hematite, while argillaceous iron ore is found near Czenstachau. In 1913 the output of iron ore amounted to 310,366 tons. The production of this mineral shows an almost continuous decline, which is not encouraging for the prospects of future development. Copper ore occurs in Miedzianka, west of Chinez, and in Miedziana Gora, in the north of Kielce, while zinc and lead are found in the districts of Olkusz and Bendzin. The total output of lead and zinc in 1912 amounted to 383,829 tons.

According to the factory inspector's reports for 1910, the Polish heavy industry, including mining, was represented by 479 works, with a personnel of 45,697. The value of the output of the mining and foundry industry in 1910 was estimated by the Warsaw Technical Association at 60,130,000 rubles. In 1916 the German Military Administration registered 21 mining and foundry works with 18,641 employees. These figures, like the foregoing, are sufficient evidence of the embryonic condition of Polish industry.

It must be taken into consideration that the Polish foundries had to work under very unfavorable conditions. Owing to fiscal restrictions it was not possible to exchange the Polish iron ores for coal, and thus the foundries were unable to make satisfactory progress, their modest output offering no special attraction to the market. Moreover, there was no direct railway connection between the mining districts and Warsaw and Lodz, their natural markets. The Russian railways were constructed solely with a view to strategical ends, economic considerations being entirely neglected. Other hindrances occurred in the shape of political labor disturbances, and competition from the South Russian industry, which quite took possession of the Petrograd and Moscow markets, was also a serious factor. The fact is that the foundry industry of the former Congress Poland was only kept afloat by an influx of foreign capital and state subsidies.

The work of production in the Polish iron-foundries necessitated a considerable expenditure, since they were obliged to import not only coal, but also iron. In 1913 Congress Poland imported 1,500,000 tons of coal and 800,000 tons of coke, and in 1912, 510,000 tons of iron ore were procured from South Russia. The output of the Dombrowa foundries in 1913 was 425,000 tons of pig iron. At that time there were in use 92 Siemens-Martin furnaces, 64 heating- and welding-furnaces, 13

blast-furnaces, 10 puddling and 10 crucible-steel furnaces, and the number of workmen employed was 18,881. In 1912 the zinc-foundries had an output of 8,800 tons.

Prior to the war the total capital invested in iron-foundries was only 53,310,000 rubles, of which 23,500,000 rubles was French and 11,810,000 rubles German. The comparatively small amount of German capital was attributable in part to artificial Russian fiscal restrictions and partly to French and Russian anti-German political maneuvers, which reacted on the economic domain.

As already indicated, the output of the iron industry has hitherto been limited, tho naturally not without significance to the Polish economic system. The production of semimanufactures amounted approximately to 600,000 tons, and that of bar iron, sheet iron, iron tubes, rails, wire, and section iron to 450,000 tons. The following table shows the separate output of the more important items:

	In Tons		In Tons
Pig-iron.....	380,267	Wheel-rims.....	17,714
Cast iron.....	38,084	Tram-lines.....	533
Short iron.....	8,700	Cast steel.....	4,899
Drawn tubes.....	30,490	Flat iron, steel.....	266,992
Nails.....	7,004	Connecting-pieces, bases..	44,731
Scrap iron.....	27,192	Wagon and tender axles..	6,248
Martin ingots.....	586,416	Wheel-cuttings.....	31,900
Castings.....	30,075	Mine-rails.....	579
Universal iron, steel.....	31,899	Rolled wire.....	42,109
Fittings.....	2,305	Sheet iron and steel.....	41,473

The Galician coal-yield is insignificant. In 1913 the entire West Galician mining industry employed only 6,200 workmen, and the production amounted to 2,000,000 tons of coal and 36,000 tons of lignite. On an average, the petroleum wells of West Galicia give an annual yield of 2,500,000 tons. Zinc is found in abundance, the production in 1910, for instance, amounting to 8,864 tons. In the same year the iron-ore deposits yielded 4,176 tons, zinc ore 2,302 tons, and lead ore 5,864 tons.

The reconstruction of the heavy industry in Poland must necessarily be attended by many difficulties. The mining industry has suffered severely from the depredations of war, and the transport facilities are quite inadequate. In May the rolling-stock amounted to only 15,000 trucks.

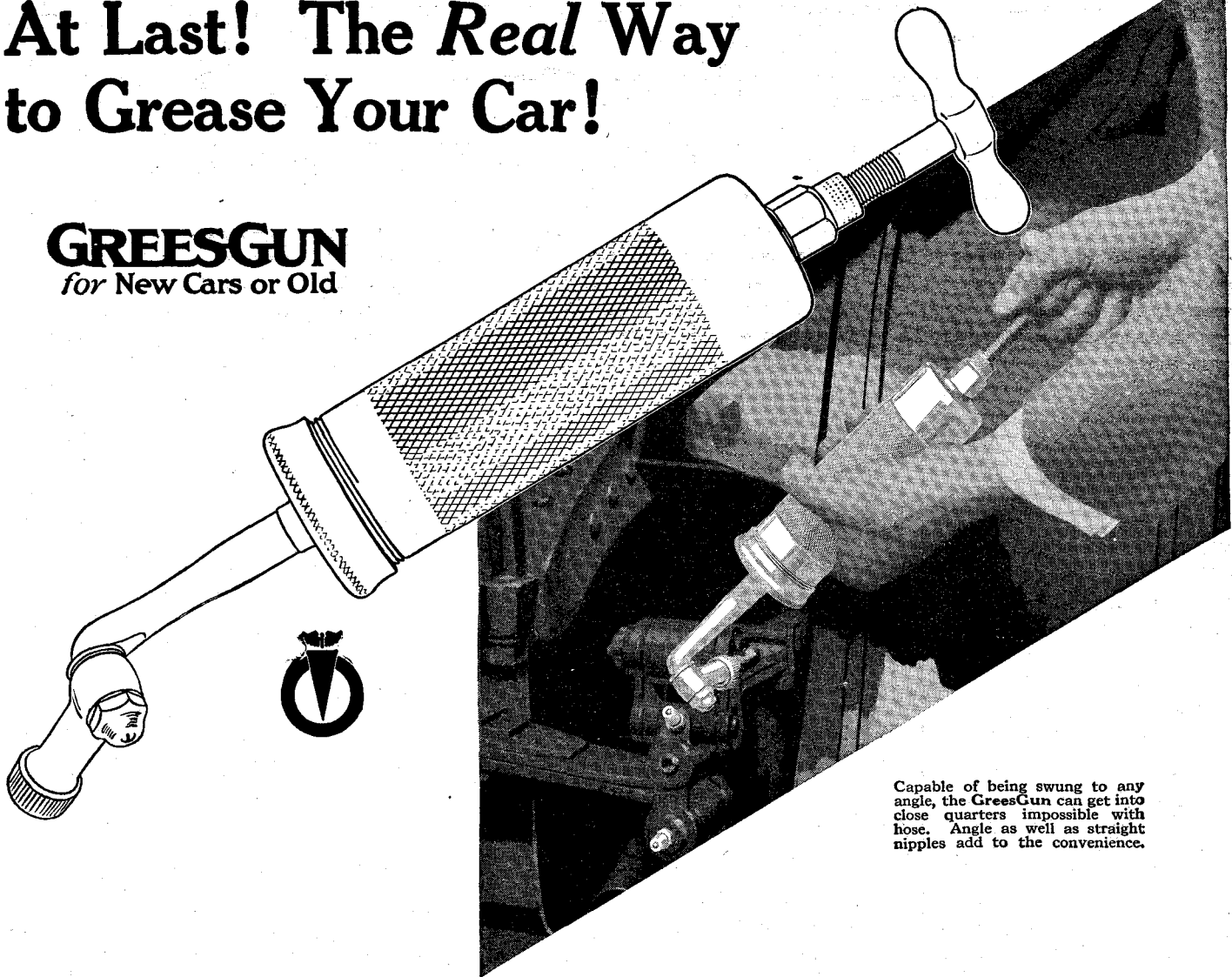
Summing up the situation, the writer concludes that the prospects for a development of Polish industry on a large scale are not very bright. Foreign capital is not likely to be forthcoming to any extent, since France is absorbed in her own heavy industry, while England and the United States of America are primarily interested in South Russia. The Poles will, therefore, probably have to curb their ambitions.

CRITICAL SITUATION IN POLAND

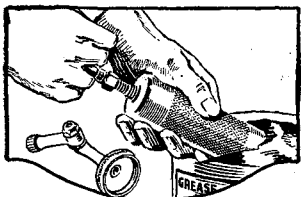
Far too high prices are being asked in Poland for the scanty stocks of foodstuffs. There is a special shortage of bread corn, for both in Congress Poland and Galicia the harvest was spoiled by the military operations. The grain harvest in the province of Posen was very poor, while considerable quantities of grain are being sent under agreement to Upper Silesia. Poland is endeavoring to compensate for this shortage by a brisk smuggling of grain from Germany. There is no improvement in the position of Polish industries. During the occupation the country was bared of raw materials, and there is a lack of good coal. In order not further to increase distress and its accompanying political dangers, the Polish Government is endeavoring to check the overhasty return of emigrants from Rhenish Westphalia. There is a great shortage of industrial products of every kind. There are practically no textiles in the country, in spite of the large Lodz textile-mills. Iron goods can not be obtained, in spite of the special industry in the Dombrowa basin and in Warsaw. In consequence of her depreciated currency Poland is unable to buy raw materials abroad. She possesses, it is true, an extensive sugar industry and forests, and might be able to pay for Chile saltpeter from the Scandinavian countries with sugar and timber. Were the sugar-mills crippled, Poland's economic situation would grow worse.

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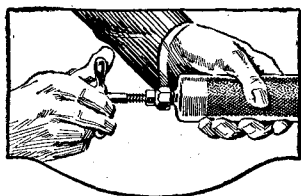
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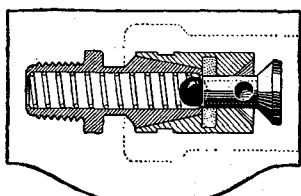
Capable of being swung to any angle, the GreesGun can get into close quarters impossible with hose. Angle as well as straight nipples add to the convenience.



Its being capped at the lower end of the barrel makes it easy to fill as well as to use.



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IMPERFECT or insufficient chassis lubrication is one of the prime causes of excessive wear and frequent break-downs in motor cars. The messiness and inefficiency of the ordinary methods of lubrication have been constant sources of exasperation and expense to every motorist.

Here, at last, is the perfect solution of the problem—the **GREESGUN**. Clean, speedy, convenient, positive, it saves money, time and temper. It is the product of a concern which has grown up with the automotive industry. It is what every motorist has longed for.

You can have I. & M. **GREESGUN** lubrication on your new car, if you insist on it. Or you can install it on your old car at moderate expense. Either way, you'll be a lot better satisfied.

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guaranteed
by*

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PERSONAL - GLIMPSES

THE POOR AND HOMELESS AMERICAN AMBASSADOR

ONE OF MR. HARDING'S DIFFICULTIES will be to find a new set of American Ambassadors able to handle the job and willing to take it at the salary offered. As against salaries of from \$30,000 to \$45,000 a year, together with the free use of a house renting at nearly as much, paid by the French and British governments, we give our ambassadors no residences, and pay them a flat rate of \$17,500 a year. It is said that John W. Davis, our Ambassador to Great Britain, "generally considered the ablest diplomat we have had of recent years in our service, and a poor man," borrowed \$70,000 to accept the post. Mark Twain, who was several times considered for diplomatic posts, declined an offer, with the following ironical statement, which appeared in *The Forum* for March, 1899, and is quoted in a recent issue of *The Outlook* (New York):

"P. S.—Vienna, January 10. —I see by this morning's telegraphic news that I am not to be the new Ambassador here, after all. This—well, I hardly know what to say. I—well, of course, I do not care anything about it; but it is at least a surprise. I have for many months been using my influence at Washington to get this diplomatic see expanded into an ambassadorship, with the idea, of course, th— But never mind. Let it go. It is of no consequence. I say it calmly; for I am calm. But now, while I am calm, I would like to say this—that, so long as I shall continue to possess an American's proper pride in the honor and dignity of his country, I will not take any ambassadorship in the gift of the flag at a salary short of \$75,000 a year. If I shall be charged with wanting to live beyond my country's means, I can not help it. A country which can not afford ambassador's wages should be ashamed to have ambassadors.

"Think of a seventeen-thousand-five-hundred-dollar ambassador! Particularly for America. Why, it is the most ludicrous spectacle, the most inconsistent and incongruous spectacle contrivable by even the most diseased imagination. It is a billionaire in a paper collar, a king in a breech-clout, an archangel in a tin halo."

Andrew Ten Eyck, lately an American correspondent in London and on the continent, quotes ex-President Taft in a similar vein. Mr. Taft said: "We have an arrangement which makes it absolutely impossible for any but a millionaire to occupy the highest diplomatic post." Elihu Root is also brought into the argument on the same side. The result of this poor pay, says Mr. Ten Eyck, is that "it is said freely in all the embassies of Europe that we entrust our foreign affairs to men who are the creatures of political parties. The charge is frequently made that the President generally awards high appointment to men whose chief asset is the amount of money or influence they have con-

tributed to the last political campaign." Such men have, at least, the necessary qualification of a large bank-account, and by drawing on it they may meet some of the large expenses attached to their positions. One of the largest of these expenses might be eliminated, says Mr. Ten Eyck, if we followed the custom of other nations, and supplied permanent homes for our ambassadors abroad. Mr. J. P. Morgan is said to have offered his handsome London residence for use of the American embassy, "but as yet the gift has not been accepted." The writer thus sums up the housing difficulties of the poor American diplomat abroad:

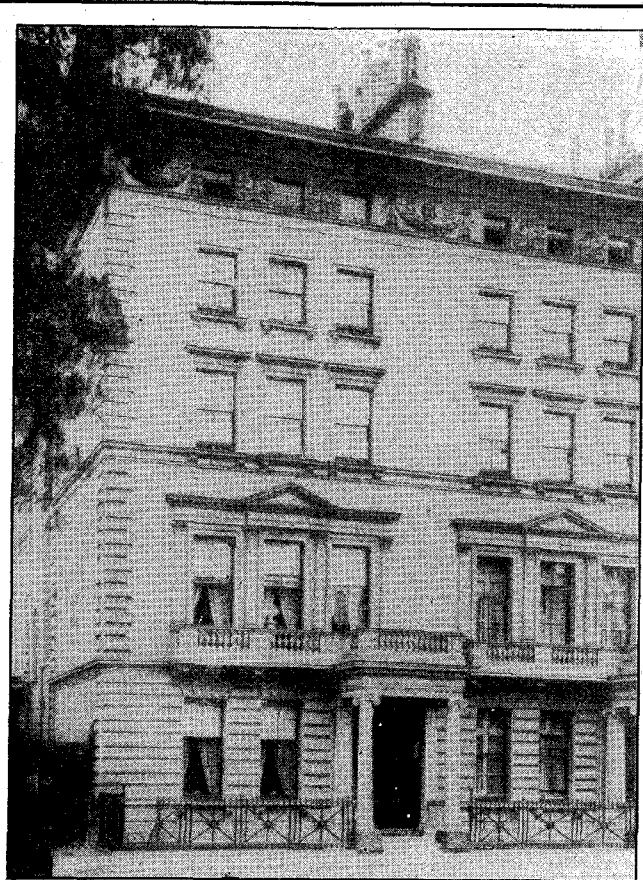
To date the United States owns diplomatic residences in Siam, Morocco, China, Turkey, Panama, and Cuba. In Japan the building is owned, but the Government pays rent of the land upon which it stands. In San Salvador there is now in process of construction an American legation. In 1914 an appropriation of \$150,000 was made by Congress for an embassy in Mexico City, but events have intervened to prevent work being done there. On March 3, 1917, Congress set aside \$40,000 for a legation in Costa Rica, and there the matter rests pending the return of the American Minister to that country. By an act passed this year, \$130,000 will be used in building an embassy in Santiago, Chile.

Of the twelve countries to which the United States has accredited full-fledged ambassadors not one has an official residence completely owned by the United States. The nearest approach to ownership is Tokyo, where the building, but not the land, is owned. Two other ambassadorships, those in Mexico and in Chile, have appropriations. So the situa-

tion is that eight ambassadors together with twenty-eight envoys who represent the American Government abroad are forced to lease, each according to his ability to pay, the home which shelters him. The late Joseph Choate, when caught on the street late one night in London and asked by a "bobby" why he did not go home, said: "I am the American Ambassador. I have no home." This is pertinent to the general situation of our representatives abroad.

The reason why we have diplomatic residences in Bangkok, Peking, and Morocco, and not in London, Paris, and Rome, is not altogether creditable to the American Government. The Legation in Peking, for instance, is nicely located in the heart of the city, but was never bought by the United States. In the Boxer Rebellion of 1900 United States marines occupied that particular piece of territory and have held it ever since.

It might be a good idea, suggests the writer, quoting Ambassador Davis as an authority, to pick up some embassies at the present time, when America can take advantage of the high value of the dollar in foreign exchange. Ambassador Davis pointed out as a precedent the fact that, following the Napoleonic wars, Great Britain made purchases on a large scale of her

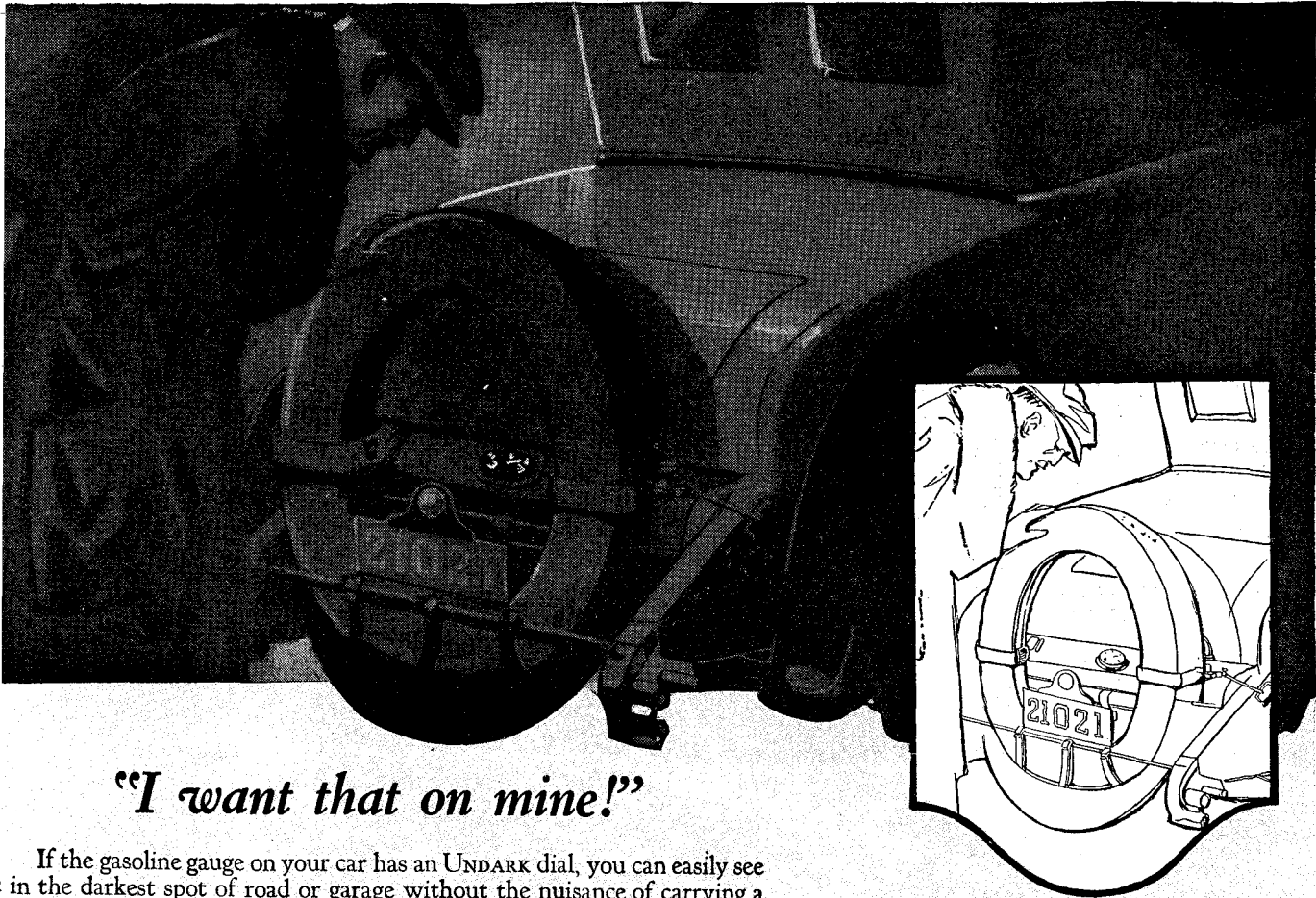


OFFERED GRATIS TO HOMELESS AMBASSADORS.

The late Joseph Choate, when caught on the street late one night in London, and asked by a "bobby" why he did not go home, replied: "I am the American Ambassador. I have no home." J. P. Morgan has offered his London residence, pictured above, to help out underpaid, poorly lodged American diplomats, but Congress has not yet decided to accept the gift.

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"I want that on mine!"

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UNDARK is a factor for safety and service wherever it is used. It will make your car's gauges give the same 24-hour sight service that UNDARK gives to watch dials.

Such automobiles as Pierce-Arrow, Kissel Kar, Stevens-Duryea, Lincoln, and others have UNDARK on gasoline gauges as standard equipment.

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It contains real radium, the most precious of all minerals. UNDARK keeps glowing for years.

We are miners and refiners of radium-bearing ore, the pioneer manufacturers of radium luminous material in this country and the largest in the world.

UNDARK can be successfully applied by manufacturers in their own plants. It is a simple process. We will instruct operators and organize the work for you. Write for details.

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Names of the makers of these furnished upon request

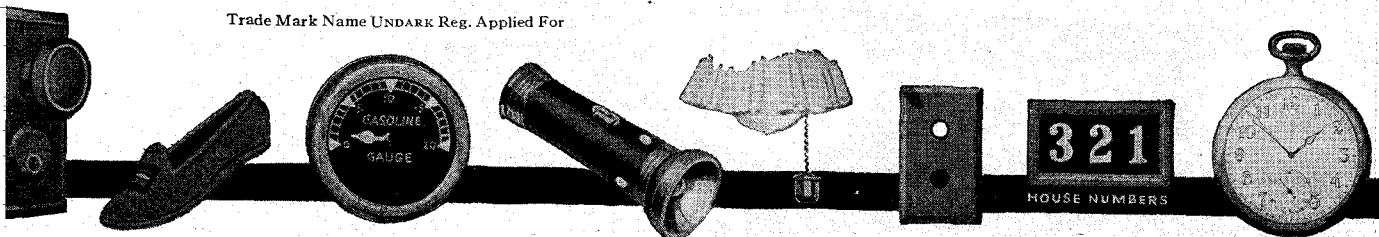
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foreign chancelleries. Mr. Davis believes that we could find suitable houses in most European countries, and, therefore, we would not have to build embassies. "It is an act of economy for America to buy legations now," insists the writer, and more than that—

Tho the main reason in favor of owned residences for ambassadors and ministers is to save such gentlemen the expenses of maintaining homes themselves, it is by no means the only reason. David Jayne Hill, ex-Ambassador to Germany, relates an anecdote of always knowing where to find embassies of Europe in foreign countries as a contrast to the difficulty of finding ours in foreign countries. He says the visitor can not even depend on the latest city directory, but has to go to the taxi-stand and ask to be driven about from embassy to embassy until some one is found who knows where the American Embassy is located. This is a fact which I have experienced myself.

Finally, owned embassies would remove the disparity between different ambassadors and between the present incumbent of a post and his predecessor, for it is a patent fact that a rich man now rents a "palace" and a poor man struggles to find a humble "lodging" within the government's salary. It is puzzling to foreigners just why "rich" America should be represented among them first by a "palace" and a year or two later by a "lodging."

The absurdity of our present system is shown by a comparison with the French and British. In Berlin both France and England own splendid government buildings and pay their representatives \$33,938 and \$40,932, respectively, while we own nothing and pay our representative \$17,500 a year. In London France owns a splendid mansion and the French Ambassador receives a salary of \$45,000 a year. We give our Ambassador no residence and pay him the usual \$17,500.

Underpay does not characterize the post at the top alone; it honeycombs the whole surface. One starts in the foreign service at \$1,500. If he makes a success for ten years he may expect \$3,000. During the war Congress appropriated for the secretaries of embassy a so-called post allowance to meet the increased cost of living, but this is of a temporary nature. This situation depresses the whole service. I have yet to talk with a man in the lower ranks of our service who is intending to remain in it. In other words, the merit system of promotion is wholly lacking. These men after a year or two seek other jobs.

We stand out in contrast to other nations in not applying the merit rule to our diplomatic service. A contrary impression seems to prevail in the minds of most Americans, who allege that the custom of Great Britain is to appoint distinguished citizens outside the service. But, as a matter of fact, there are few such instances. Lord Reading was a special war-envoy, with a term of service of short duration, and had been in public life. Ambassador Bryce was one of those rare men born for the job. The present British Ambassador to Washington, Sir Auckland Geddes, is another exception, but even he had previously held public office as head of the Board of Trade. An examination of the diplomatic experience of the representatives of France, Great Britain, and the United States at the important European posts when the war broke out shows that in ten of the world capitals we appointed only one man with previous experience, whereas the previous experience of ambassadors of other countries ranged from ten to thirty-nine years.

It is hard to dispute the charge which Europeans have against our system by mentioning the Choates, Hawthornes, Howellses, and Hays who have occasionally held foreign posts. To offset such men, we have a whole list of men who have obtained their office by the size of their campaign contributions rather than by their ability. The failure of America to send continuously men of caliber equal to those of other countries not only prejudices our country in the eyes of other nations, but reflects on our foreign policy as well. Mark Twain's famous dictum, "A country which can not afford ambassador's wages should be ashamed to have ambassadors," is an oft-repeated comment on our service in Europe.

Our present system of appointment is criticized in Europe for its wasted effort. A compilation of statistics shows that intervening between the date on which President Wilson's diplomatic representatives received their credentials in 1913 and the date on which they took over their posts there was a delay varying from seven to twenty-six months.

Second only to a definite formulation of America's new-world relationship is the interest of Europe in the best minds we have to handle it. I write no secrets of the Foreign Offices of two countries I had occasion to visit regularly for different periods during the last few months when I state this as the question uppermost in the minds of these offices. Give us men who can sit down and talk and decide, men with power and the ability to use it. Mr. Harding has a big job just beyond the promised formulation and negotiation of America's new-world policy in finding the best men to "carry on" in our embassies throughout the civilized world.

AN IDEALISTIC YOUNG MAN WHO REFUSES A MILLION DOLLARS

A CONSCIENTIOUS OBJECTOR to great wealth is twenty-one-year-old Charles Garland, of Buzzards Bay, who recently refused a bequest of a million dollars left him by his father. "I didn't earn it, and it isn't mine," he says simply in explanation of his action, adding that a million is more than a man needs, anyway, and as for himself, he feels that he is placing his life on a Christian basis by refusing to take the money. Tho he was brought up in luxury and has enjoyed all the advantages that go with unlimited funds, young Garland declares that he won't mind being deprived of the things his refusal of a million will lose him. "A lot of people have done without these things all their lives, he says, so why can't he? A great deal of what goes with wealth bores him, he asserts. The incessant chase after a good time, the waste of money, the idleness and the shallowness of it all—these things mean no more to Charles than a last-year's dilapidated bird's-nest. He seems to have reached his present state of mind through a study of the teachings of Christ and the works of Tolstoy and H. G. Wells. These researches have convinced him of the hollowness of wealth. It appears that he didn't refuse this bequest on the spur of the moment and as the result of a mere whim. His ideas on the subject of riches have been forming for years, he says. At the present time, the young man lives with his wife and infant daughter on a farm near Buzzards Bay. The place belongs to his mother, and he admitted to newspaper reporters and other inquisitive folk who have been to see him since his sensational refusal of a million became known that his mother is paying the living expenses of himself and family just now. He worked the farm this last season, but it seems that he made no money, the farm being run down and the farmer himself inexperienced. He has no definite plans for the future, but intimates that he may go to work as an auto mechanic. Garland is described as a tall slender young man with a colorless face. His eyes are dark and dreamy, and Marguerite Mooers Marshall, representing the *New York World*, found him attractive except that he was badly in need of a shave when she called to interview him at his home. She suggests that he may be trying to raise a set of Tolstoy whiskers. He spoke quite freely of his reasons for refusing his million-dollar inheritance and incidentally outlined some of his views on life in general. To quote from Miss Marshall's account:

"Why are you giving up that million?" I demanded.

"Because I believe that it is not my money," Charles Garland replied steadily. "I have done nothing for it. I do not need it. And other people do."

"But they won't get it," I argued. "Your trustees say that because your father willed the million to you and your heirs, it must remain tied up even tho you refuse to take it. Why don't you go through the form of receiving it, and then give it away to the poor, if you believe you ought not to spend it on yourself?"

"I have thought of that," admitted Mr. Garland in his musing even voice. He talks with little change of expression and absolutely none of intonation. Only his nervously weaving finger hints of a repressed emotion. "I have given more thought to it since the announcement of my decision has brought me many letters from persons who feel that the money would help them."

"But what seems to me of first importance is not the satisfaction of the temporary needs of certain people with this particular sum of money, but the value of an example, the establishment of a principle. When people read that I refuse to take a million dollars, most of them think about the money, but some of them—I hope—think about the reasons for my refusal. And when they think hard enough and long enough they voluntarily will refuse to take more from the world than they need. I every one would live according to that rule, no state or organization would be necessary for distributing wealth equitably."

"The responsibility for keeping the money—or its tangible worth in land, food, clothes—from those who would benefit by it rests, from my point of view, on the trustees, the estate. I have done what I consider right in the matter. The million is not mine, even to give away."

"At least," I observed, "you are the hundred per cent. consistent Socialist, who doesn't repeat the familiar argument, to account for his property—that in a capitalistic society he must do as the capitalists do."



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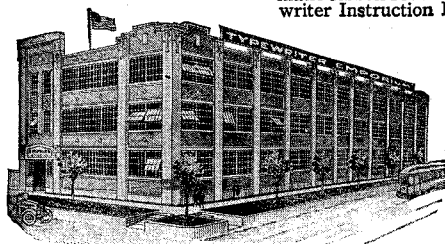
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"But I'm not a Socialist," Mr. Garland softly corrected me. "I am merely a Christian. I have had these ideas since before I went to college, when I first began to think things out.

"I do not believe in equal distribution of property, or in state ownership, or in Bernard Shaw's theory of equality of incomes. We can never have exact equality, because some men need more than others—some men with large families, or who are too crippled and ill to work.

"That in which I do believe is 'every man according to his need.' We are all members of the same great human family, and Christ said, 'Love one another.' If you knew your brother or your sister by blood were suffering in any way, you would do all you could to help him or her. I think each of us should have that feeling of helpfulness and good will toward every other human being. And each should trust the other, as you trust your brothers and sisters.

"For the authority for that point of view you need go no further than the Bible. It's all there, altho, as Tolstoy pointed out, the simple teachings of Christ have been overlaid with comment and interpretation. Jesus would have thought it wrong to accept a great fortune when his brothers lived in suffering and poverty, and he had the courage to do what he thought was right. I know no greater leader for any man to follow. Why should not I strive for a like courage?"

"Would you abolish wealth by law or seize it by force?" I asked.

"Neither, for I don't believe in any sort of force," he replied. "I am a non-resistant. I have faith in the law of love. A man's giving up should be purely voluntary. But more and more people are reaching the point where they are willing to make sacrifices for others. Selfishness is a social rather than an individual sin at the present time.

"You talk with anybody about general conditions, about poverty, war, disease, idleness, swollen fortunes, tyrannical rulers, child labor—any of the features of modern life which make it about as bad as it can be, and you'll almost always get the same answer: 'I know it—those things are all wrong—I'd help if I could, but what can I do all by myself, if everybody else hangs on to what they've got?'"

"The person who says that is not selfish; he is simply afraid of the organized selfishness of society. Somebody has got to be the first to stand out against it, or nobody ever will. That is one reason why I am not going to change my mind about what I have done," quietly added Mr. Garland, with a tightening of the corners of his straight young mouth. "People ought to do their own thinking and not accept always the results of others' thoughts."

"But, brought up as you were, aren't you going to feel rather acutely the deprivations of the simple life?" I suggested. For Charles Garland has been held from his earliest years in the much-esteemed lap of luxury. After a series of governesses and tutors, he was educated at Eton, England—or, as he puts it, with one of his infrequent, slow smiles, "I went there two or three years." Then came the fashionable St. Paul's School and a year of Harvard. In the summer of 1919 Charles married a dainty little Dedham society girl, Miss May Wrenn.

"Probably I shall miss some things, but I don't consider that particularly important, in view of the numbers of persons who have done without these things all their lives," he answered my question. "And a great deal of so-called society life bores me—the incessant chase after a good time, the waste of money, the idleness and shallowness of it all."

"Then what do you like?"

"About what anybody does, I imagine," he smiled. "I am fond of the country and of outdoor sports. I like books and pictures and music, but I like them to be in big libraries, art museums, and concert-halls, where every one can enjoy them. I do not believe in private property."

"But don't you believe in private homes?" I protested.

"Yes, and in tooth-brushes," he flashed back, with another of his little smiles and the first twinkle I had seen in the dark eyes.

"I'll give you an instance," he went on, "of the private property to which I object. Suppose a man nowadays wants to farm. What can he do? He can't get a piece of land, because all the land is owned by some one else even tho that some one often lets it lie barren and unproductive. During the war, for patriotic reasons, every one was urged to give such land into the hands of persons who would use it. I believe that procedure is just as fair and desirable to-day. The problem of the poor crowded into our cities is largely due to the fact that they can not get out on the land."

"But shouldn't a man be allowed as much money and property as he earns?" I questioned. "Don't you approve of ambition and the desire to achieve?"

"Who has the right to decide what he earns?" objected Mr. Garland. "Some of the men who do the hardest work are paid the least for it. The rates of pay for men doing the same work

vary greatly. No man knows what his earnings ought to be, and certainly his employer doesn't know.

"As for ambition, I approve of it so long as it remains unselfish. But in so many successful men of to-day ambition simply means a ruthless trampling on the faces of others, a passion to get ahead by giving them the worst of it. I certainly do not believe such men are entitled to all they think they earn. It was this spirit of grasping, inordinate greed which caused the war, certainly so far as Germany was concerned, and probably in the cases of most of the other nations.

"I believe," concluded Mr. Garland, "that every man, after providing for such simple needs as shelter, food, clothes, and the satisfaction of the instinct for beauty, should give willingly his surplus to those who need it. When need is satisfied, we will have abolished war, prisons, injustice, rebellion, and our other social sufferings."

Garland's young wife shares her husband's views. She is willing that he should give up the million. Miss Marshall's report continues:

Her husband had told me that he thinks monogamy, like the redistribution of one's fortune, should be purely voluntary, but that he is an intense believer in both, for himself. I understood at least one of his view-points, after meeting pretty, plucky, poised Mrs. Garland, whose serenity when we talked together was disturbed only by one glance of amazement at learning that I had come from New York especially to see her husband and herself.

"Of course I approve of my husband giving up the million dollars," she testified cheerfully. "I wouldn't have him do other wise for anything in the world, since he thinks this is the right thing for him to do.

"Before I married him I had never thought about his theories of wealth and poverty, but he has talked to me about them and explained them so clearly that I can understand and appreciate exactly how he feels. I am sure when any one seriously considers all the suffering there is in the world he or she wants to do everything possible to make it a little kinder."

"Your husband said that society and its affairs rather bore him," I observed to the belle of Dedham only two seasons ago. "Do you feel that way about it?"

Mrs. Garland smiled, and drew her daughter's small blanket more closely about her.

"I enjoyed the dancing and the rest when I was going in for it," she remarked candidly. "But now that I'm out of it, don't mind in the least giving it all up.

"Nor do I mind taking care of my house and my baby all by myself, instead of having a lot of servants. Not a bit!"

Little Mrs. Garland is apparently an excellent housekeeper. The living-room and the upper floor of the servantless farmhouse were exquisitely neat and clean. The furnishings, particularly in the upper part of the house, are arranged to save unnecessary labor; there are practically no pictures on the bare, white walls; no dust-catching draperies, and the cot beds are of an almost military simplicity.

"And you're not the least bit sorry, when you think of the beautiful things any woman could buy with a million dollars?" I persisted.

"Not the least bit," smilingly repeated the young wife and mother. "Love, a husband, a baby, and a home are worth them all."

"And you don't want the million for baby Margaret?"

"Why should I want all that for her, when so many other little babies want in vain what will keep them alive?" demanded Margaret's mother in almost the words used by Margaret's father.

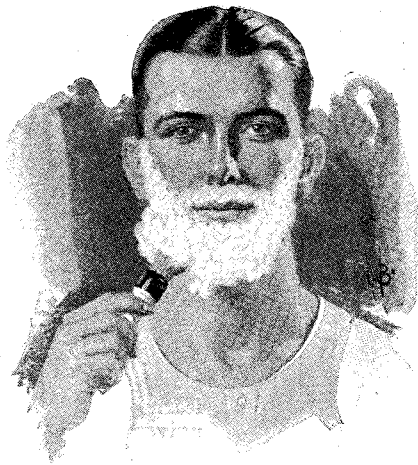
Charles Garland's refusal of a million has attracted wide attention and set a lot of people to wondering what they would do if offered a million. A New York newspaper has taken occasion to ask some of these to tell what they would do. George M. Cohan, the comedian, replied that he wouldn't refuse a million from the meanest man in the world. Morris Hillquit, prominent Socialist, said he would accept the money and use it to carry on Socialistic work and political education. A newspaper man said he would buy a country newspaper, lose all the money, and then go out and look for a job. Several said they would buy a million's worth of booze. One of the men most affected by the situation growing out of Garland's refusal to accept his inheritance is Henry D. Tudor, the custodian of the money, who has had the management of the Garland estate for the last fifteen years and had been looking forward with relief to the time when he could begin to unload on the heirs. Mr. Tudor voices his perplexities in an interview in the New York *Tribune* as follows:

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THE man whose face is sensitive generally shaves slowly and carefully, and with an excellent razor. Nevertheless, small cuts occur with annoying frequency. And the skin is almost always left with a sense of rawness.

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Since the first publication of the young man's attitude we have been pestered to death by all sorts of freak proposals for the disposition of the money. Only to-day a woman came to the office and insisted that it be used to finance a Broadway production for her husband, a musician. Such action, she said, would pave the way to eternal fame for her husband, and she vouchsafed the opinion that the money could not be dedicated to a better purpose.

There also had been an unending chain of charitable workers seeking its dedication to their pet institutions. We have, however, no alternative save to turn it over to the heir, as the Garland will has passed through a series of adjudications and that disposition was finally decided upon by the courts about six years ago.

We have no more right to continue the administration of Charles Garland's share of the estate than we have to dispose of it in a manner other than that stipulated. The income amounts to \$65,000, a year and there are bonds falling due this month. We have no further authority to handle the money, so have no choice save to let it lie in the bank.

Our predicament is further complicated by the recent birth of a daughter to the recalcitrant heir. I don't believe any disposition of the inheritance that did not contemplate the potential rights of the child would be just or legal.

I have talked to the most eminent lawyers in New York concerning the unique situation and they confess themselves stumped. It has been suggested to young Garland that he receive the money and turn it over to some charity or make some other altruistic disposition. But the creed of his peculiar idealism forbids him to assume even transient dominion over inherited wealth.

WHO'S TO WEED THE ONIONS WHEN EVERYBODY IS HIGHLY EDUCATED?

AN EXCESS OF BULGING BROWS and a dearth of willing hands are seen by Walt Mason, the Kansas prose poet, as one of the great causes of trouble in this country. There are hundreds of persons, he says, who will sing you a merry roundelay, but "who will pull the weeds out of the onion-bed?" Another hundred will paint you a picture, futurist or impressionist, but "who will whitewash the fence?" And the fence badly needs whitewashing, and the onions need weeding, and a thousand other common, humdrum jobs are waiting to be done, but those who might do them successfully are busy making a stab at doing something more glittering, but, in the prose poet's opinion, less important. Among the large number engaged in doing what Mr. Mason feels is not useful labor, he also includes himself. Time was, he says, when he was the butler of a hay-press and went merrily up and down the Kansas prairies baling hay. Then he was really filling a useful place in the world, it seems, for he says, if there is a more useful occupation than baling hay, he doesn't know what it is. "What would this world be without its daily supply of baled hay?" he inquires. He afterward raised chickens and cows and open-face pumpkins and other commodities both useful and ornamental, but none of these things satisfied him. He wanted to write prose poems and spent all his spare time to fit himself for that occupation. "When I had fitted myself so that I could sell my output," he tells us, "I ceased doing useful things." The excess of persons in non-productive occupations Mr. Mason attributes to a faulty educational system. He suggests that, having achieved a reputation as the village cut-up, he dares say things which, if they came from grave men with imposing whiskers, would cause a riot; and, resting tranquilly upon his reputation, he ventures to hand out the anarchist doctrine that "very little of the knowledge gained in schools is worth having." Writing in *Hearst's Magazine* (New York), he says:

As you know quite well, there are many things wrong with this star-spangled land. And some of the grief we see about us is due to overeducation. It has become a mania with us, this thing of catching the children young and sending them to school until they have whiskers down to their surcingle. The schools are great mills, and everything is grist that comes to them. The kids are fed into the hopper, and in due course they come out at the other end all packed with knowledge, and 90 per cent. of the knowledge will never be of any use to them.

There is the same mill for all the youngsters: the imaginative

boy with the soul of a poet; the hard-headed youth whose ancestors were auctioneers; the dreamy lad whose heroes are Mozart and Beethoven; the overmused chap with a retreating forehead, whom Nature intended for a butcher.

They all go through exactly the same process; they are all fed into exactly the same hopper.

We are willing to forgive many crimes and misdemeanors; but the parent who doesn't want his children to be educated all their lives must face a heavy reckoning. We have our truant officers, with their tin stars and false whiskers; and if a boy runs away from school the officers let loose their bloodhounds and the chase is on.

It does not appear that Mr. Mason objects to education in so far as it trains the young idea to do something worth while in the world. What he does object to is what he calls "a great mass of abstruse bunk," or learning of a type he thinks can't be practically applied. He says the schools are "taking the sunshine out of tens of thousands of young lives, teaching things, that are of no earthly use," and neglecting things that would fit these pupils to do the real work of life. He gives an illustration showing the results of different brands of training:

One evening, two years ago, I was tooling my tin limousine along a mountain road in Colorado. My companion was a learned man, a professor of languages and literature in a Western university. One glance at his hat would have convinced any body that he was a man of rare attainments.

The car had been working faithfully all afternoon, but now the engine handed in its resignation and it came to a standstill.

The situation was serious.

Night was approaching, and the hills were full of chipmunk and jack-rabbits and other wild beasts, and our only weapon was a fire-extinguisher.

I lifted the hood and peered around in the idiotic way of motorists who don't understand their machines; then I crawled under the car, and sprained a wrist, and got three quarts of black grease down my neck, and when I regained my feet I was expressing a few sentiments in a pained tone of voice—nothing excoiating, just a modest line of common or garden expletive I had learned in the old Sabbath-school far away.

Then the professor interrupted. He said I wasn't doing justice to the occasion. He took off his hat and coat and rolled up his shirt-sleeves and expectorated on his palms, and started in to incinerate the whole race of auto-makers and dealers. He used fourteen modern languages, including the Scandinavian.

It was a masterly demonstration of what a profoundly educated man can do in the bitter hour of tribulation—but it didn't start the car.

Just then a little cheap car came clanking around a shoulder of the mountain, and in the driver I recognized the star mechanic of the Estes Park garage. I gave him the grand hailing sign of distress, and he came over, took one squint under the hood and knew what was wrong. The wire connecting the runktun with the dofunny had parted. He took a pair of pincers from his half-pint pocket, gave the wire a couple of twists, and our engine was whizzing away as merrily as ever.

For a long time after we resumed our journey there was a painful silence. Then the professor said:

"First thing in the morning I am going to buy a monkey wrench and learn to do things with it."

The mechanic was earning \$8 a day; the professor was earning about \$8 a week. And the mechanic was not overpaid.

Mr. Mason opines that there are too many professors. The country is likewise swarming with lawyers, he says, and is full of bankrupt churches resorting to every scheme to raise money to buy new suspenders for the pastor. Insurance agents actors who can't act, idle men trying to make a living out of politics—all these are a drug on the market. In the mean time the number of plowmen and blacksmiths and mechanics and farmers is growing appreciably less each year. Further:

We have educated ourselves to the point of impotence, and we resemble Artemus Ward's army, which was composed entirely of generals and had no private soldiers.

And still the schools go on cramming the young with knowledge few of them will ever need; spoiling excellent farmers to make third-rate lawyers; ruining promising plumbers to furnish some more spellbinders.

Mr. Mason closes with a brief reference to his own school experience, stating that such success as he has had in this work has not been due to his school education, but rather to knowledge gained by experience. We read on:

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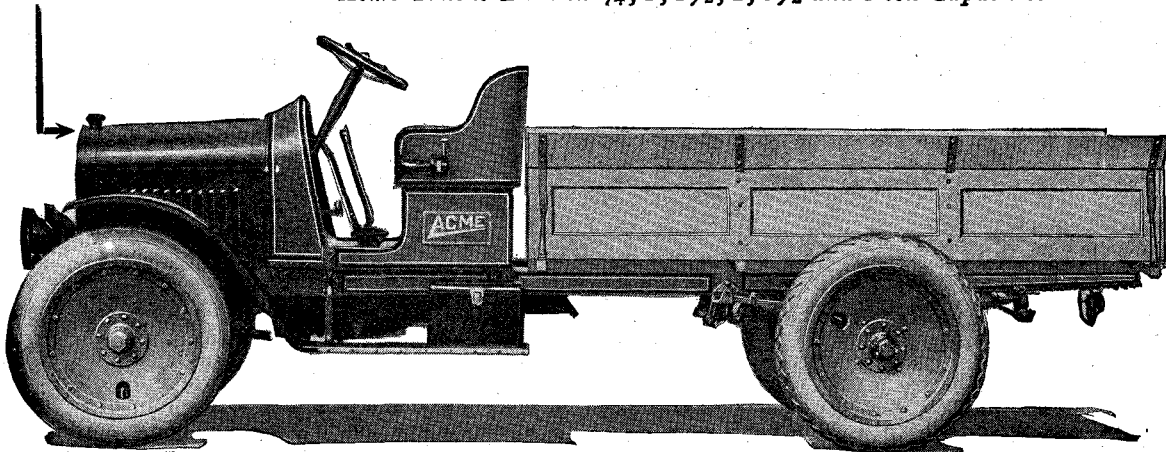
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My education, so far as schools are concerned, was a closed incident before I was fourteen years old, and I went forth into the world in a humble frame of mind. For years I was doing useful work because I didn't know enough to do those superfluous kinds of work which pay better but yield nothing helpful. Had I gone to school until I was twenty, I might have emerged from the temple of learning with a great deal of useless information touching Greek gods and fabled springs and rivers; and I might have elegantly twanged a harp; and I might have been able to translate some Latin epigrams without violent effort. But I can't picture myself as being of any real use, loaded down with an education. I know myself pretty well, and with such an education in my early years I'd have been all swollen up with a sense of superiority, and it would have taken years to knock it all out of me. As a rule the young man who considers himself the most important event that ever transpired has to forget a great deal before there is a proper place for him. It is a painful business, acquiring a sky-scraping education, only to have your feet get tangled in it at every step.

Such small success as I have achieved is largely due to the fact that I had no school education. My mind has never been encumbered with a lot of deadwood information. I have in my workroom a set of encyclopedias, a dictionary, and a file of *The Police Gazette*. I can find all the knowledge I need in them, and when I am done with it I forget it.

I have known all the contrasts of life; I have patronized the lowest hot-dog joints in Chicago and the finest restaurants in Washington; I have slept in cold alleys and on downy beds of ease; I have been fired from box cars by passionate brakemen, and have seen thousands of good people assembled before my door, on the eve of my departure from their town, to wish me Godspeed. Such as I am, I have been whipt into shape by Life—real human life, not the thing theorized upon by learned men in their libraries; and I would never trade my education for all the learning of a thousand schools; not if you offered to throw in a beautiful colored picture of *Eliza* crossing the ice.

REPUBLICAN CHINA KEEPS AN EMPEROR IN RESERVE FOR EMERGENCIES

COUNTRIES WITH DEPOSED RULERS yearning to come back are not uncommon in the world to-day, but of republics with an emperor designedly held in reserve in case the republican order should blow up, there is only one, the same being China. Such an arrangement may appear peculiar to an American or European, but to a Chinaman, we are told, it seems perfectly proper. Chinese statecraft, say those who know, never burns its bridges, but always leaves a road open for extricating itself if it gets into a tight place. So when the six-year-old Emperor of the Celestial Kingdom was forced off the throne in 1912, the new masters did not take him out and thoroughly kill him and throw the remains into a well, as it is alleged the Bolsheviks did with the Czar. They placed the boy in a palace where he has been maintained in royal style ever since to the tune of \$4,000,000 a year, paid out of the Republican treasury. He has retained his imperial title and the unimpaired allegiance of the Manchu princes and other nobles and is held in the highest respect, not to say reverence, by everybody in China from the President down. In the seclusion of his palace, surrounded by his Manchu and Chinese tutors, his Majesty maintains all the time-honored ceremonials of the imperial court. At least once a serious effort has been made to reinstate the youth as Emperor. It was in July, 1917, when one General Chang Hsun tried a *coup d'état*. He compelled the boy to resume the throne, and for a week edicts were issued in the Emperor's name, while the Dragon flag waved once more over the Forbidden City. But the little plot failed, the General's troops were sent home (with all the honors of war), and the Government of the Republic express its regrets to his Majesty because his seclusion had been invaded by the reprehensible proceedings of an ambitious schemer. Again, not longer ago than October, 1920, there were rumors that the boy-Emperor had been restored to the throne. These were later denied, but the incident shows that hope of the restoration of the monarchy in China is not yet dead. In fact, John O. P. Bland, author and journalist and for many years a resident of China, writes in *Asia* (New York) that a well-organized movement for the restoration of the throne would have the hearty approval of the vast ma-

jority of the Chinese. They would welcome it, he says, not only because it is a part of the inflexible Confucian system, but also because of the corruption and disorder with which the present administration has become identified. Popular approval of the return of the monarchy will be further strengthened, Mr. Bland thinks, when the public gradually learns that the young Emperor is an exceptionally intelligent youth and that his education has been such as to lead him to break with the prejudices and delusions of the past. Mr. Bland says that on a recent visit to Peking he made the acquaintance of R. F. Johnston, English tutor to his Majesty, who told him much about the Emperor's education, as well as about Chinese court life in general. Mr. Bland's account runs, in part, as follows:

The education of the young Emperor conforms strictly to the principles and precedents of Confucian ethics and immemorial usage, every hour of his day being filled with its prescribed study, exercise, or recreation. Besides his English teacher, three other tutors are in regular attendance on his Majesty. His first lesson begins at 6 A.M., when he studies the Chinese classics under the direction of Chen Pao-chen, a distinguished scholar and poet, who was an ardent supporter of the Emperor Kuang Hsü's program of constitutional reform in 1898. The Emperor takes more kindly to his Chinese lessons than to those of his Manchu tutor, the inclination of his mind and sympathies being essentially Chinese and at the same time progressive. It is the duty of the old Manchu Shih Hsü, as guardian of the heir apparent, to instruct his Majesty in the language and literature of his forefathers. Shih Hsü achieved distinction in 1900 as a fanatical leader of the Boxer movement and a stout-necked conservative. Since then his spirit has been chastened by the crowding misfortunes of the imperial clan; in his old age he lives and moves, unconvinced but unprotesting, a picturesque and pathetic survival, in the diminished shadow of the Dragon throne, doing his best to maintain its ceremonies and dignities. His feelings concerning the young Emperor and the wreck of the Republic are displayed by an attitude where courtesy struggles hard with conservatism and wins a cheerless victory. He was strongly opposed to the idea of his Majesty learning English and to the intrusion of a barbarian into the sacred precincts; but the fact being accomplished, he accepted it with courteous resignation, as one more buffet of outrageous fortune. Toward his fellow tutors—even toward the foreigners—he displays the dignified courtesy which good manners demand; for the rest, there are enough derelicts of the old imperial clan in and about the palace to provide him with the consolations of a congenial society.

The third imperial tutor is Chu I-fan, far-famed among the *literati* as a master of the science and art of calligraphy; from him the Emperor has acquired, with infinite diligence, a style of penmanship which scholar-experts praise for its distinction and classic elegance. Following the time-honored custom of his ancestors, his Majesty takes pleasure in making ceremonial scrolls of characters, penned and sealed with his own hand, which he bestows as birthday or New-year gifts upon his tutors and guardians and other meritorious persons. Among the treasures of Mr. Johnston's library are several of these marks of imperial favor, together with a jade *Ju-yi* (Chinese scepter or baton) of exquisite workmanship.

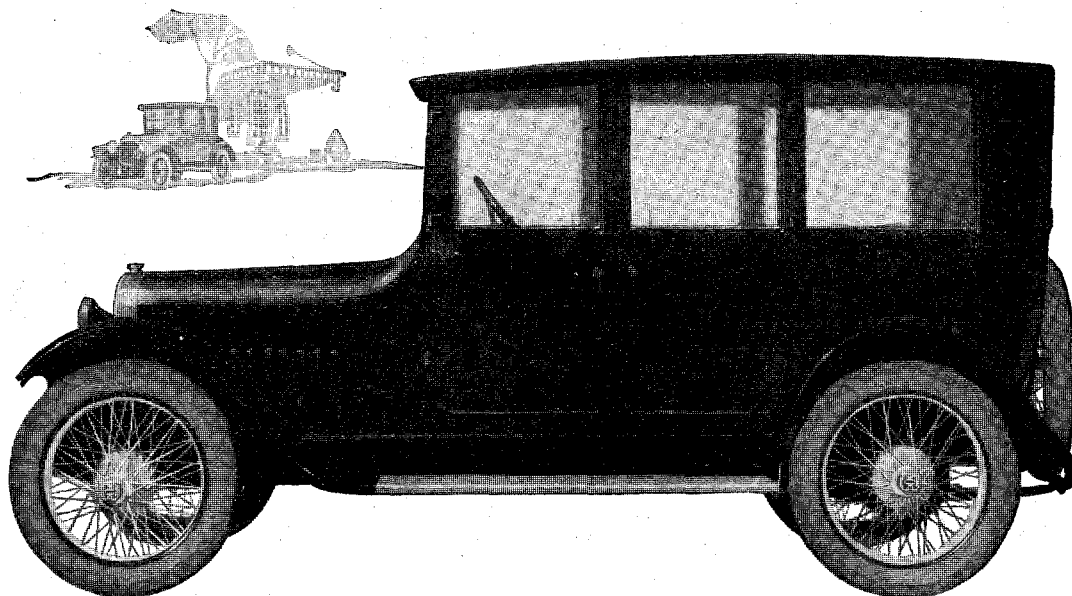
Toward all his tutors the young Emperor observes the respectful demeanor prescribed by the Confucian code—standing up whenever they enter or leave his presence and addressing them with punctilious deference. On their birthdays and at certain festivals, he sends congratulatory gifts to their homes, with a ceremony prescribed by imperial etiquette on such occasions. The arrival of a gift of melons from the Lord of Ten Thousand Years (Wan Sui-yeh, as the citizens of Peking still call him) creates quite a commotion and much talk of bygone days in the quiet neighborhood of Mr. Johnston's house. At the four seasonal festivals each tutor receives a substantial present in money, a custom which dates back to very ancient times.

All the imperial tutors have the right (also prescribed by ancient usage) to ride in palanquins through the imperial precincts, and they do so. Mr. Johnston is the healthy kind of man who would far rather walk than be carried by human beasts of burden in a sedan-chair, but he subordinates his personal inclinations in this matter to the necessity for conforming to oriental ideas of the dignity of an imperial tutor and the importance of maintaining that dignity intact in the eyes of the eunuchs and myrmidons of the palace. The Emperor himself, after his studies, returns to his private apartments in a yellow chair borne by twenty attendants.

Mr. Johnston gives the Emperor his lessons in the same apartment of the Chien Ching Kung (Palace of Heaven)



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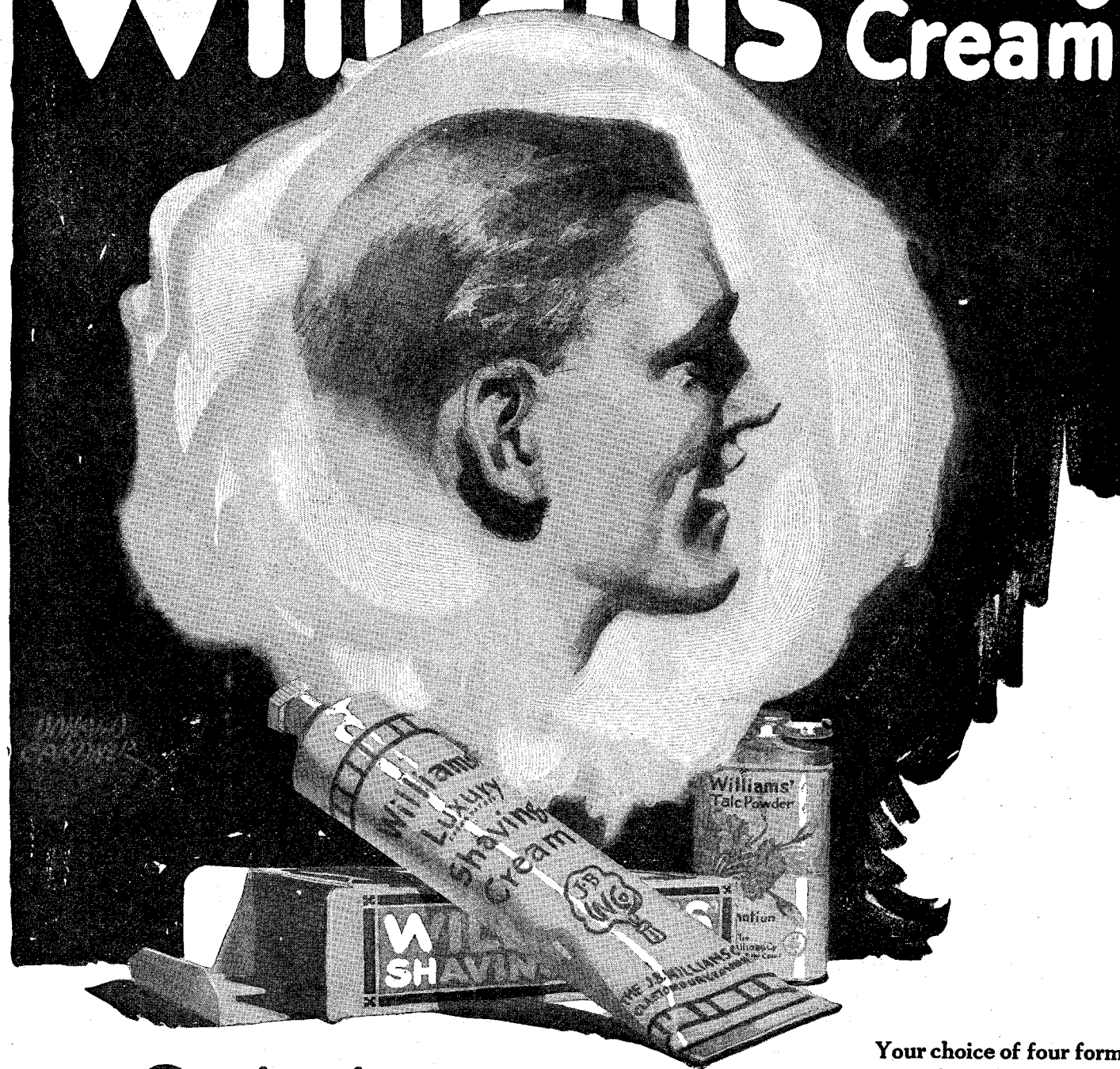
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Purity), where the ill-fated Kuang Hsü first learned and discuss the principles of constitutional government with the Cantonese scholar and iconoclast, Kung Yu-wei, and where he plotted with that visionary reformer to overthrow the power of the Empress Dowager. A place of many memories and many vicissitudes is this stately Chien Ching Kung, where the grandson of Jung Lu, in company with Prince Tsai Tao's eleven-year-old son, now listens respectfully to a foreigner expounding the elements of Western learning. It was in this palace, curiously decorated with a profusion of foreign clocks, that, for the first time, the Old Buddha penitent received the diplomatic body after her return to Peking in 1901.

The youthful Emperor is described as a lad of pleasant disposition and much interested in his studies. He also takes a keen interest in all the mechanical inventions of the West and tries diligently to learn their principles and uses. When the President of China asked Mr. Johnston to suggest suitable birthday presents for the boy some time ago, the Emperor told his tutor he would like to have a portable typewriter, which he proposed to learn how to operate. Geography and foreign politics are likewise subjects in which he takes a keen interest. Further:

The President of the Republic, Hsü Shih-chang (who, as guardian of the heir apparent and a Monarchist by conviction, maintains cordial and intimate relations with his youthful Majesty), favors the proposal that he should proceed next year on a tour of Europe and America, incognito, and escorted by Mr. Johnston, Li Ching-mai, and a small suite of personal attendants. This and the question of the Emperor's marriage are subjects of continual and serious discussion in the palace. According to all dynastic precedents, the time is close at hand when his betrothal must be decided, so that, if his wish to travel is to be fulfilled, it can not be much longer delayed. By common report it is understood that a considerable number of those who now hold the reins of power at Peking are in favor of the scheme of "harmonious fusion" in which the young Emperor would wed the daughter of the President, Hsü Shih-chang—a typically Chinese solution of the present delicate situation. It is said that Prince Tsai Tao and other leaders of the imperial clan support the idea, and that it even meets with the resigned approval of the four old ladies of Kuang Hsü's court and the aged Consort of Tung Chi, who, from their privacy "behind the screen," still play at palace politics. If China were truly master in her own house, if the men who profess to guide the destinies of the Republic were not actually in bondage to their Japanese paymasters, it might, I think, be taken for granted that the young Emperor would be betrothed to the President's daughter, and that before his marriage he would be permitted to complete his education by travel abroad. But as matters stand, the nominal rulers of China can no more decide such matters for themselves than could Yuan Shi Kai, even when he was virtually dictator. The ultimate destiny of his Majesty Hsüan Tung depends neither on the old gentlemen of the presidential mansion nor on the old ladies of the imperial household, but on winged words, spoken in the Secret Council Chamber, of the Elder Statesmen of Japan.

Meanwhile, maintained by the \$4,000,000 allowance granted to the imperial family by the makers of the Republic, in 1912, the daily life of the court, within the narrow limits of the Forbidden City, pursues the even tenor of its ancient ways. No longer may the Emperor leave the inner precincts, to make stately progress through the imperial and Chinese enclosures of the capital and perform the solemn sacrifices of the summer and winter solstices at the Temple of Heaven. No longer may he invoke, on behalf of his people, the favor of the Divine Husbandman at the Temple of Agriculture or receive the homage-bearing envoys of tributary tribes. But within the precincts of the Forbidden City, the elaborate ceremonial of his court, with all its ordinances, ritual, and high-sounding titles, continues as of old. All about him, splendidly steadfast and unchanged, are the temples and palaces of his forefathers, monuments to the departed glories of Kang Hsi and Kien Lung. All about him, also, are the iron-capped princes and the hereditary chieftains of the Eight Banners, picturesque but parasitic survivals of a once warlike race; a considerable portion of the Republic's money grant goes to the maintenance in listless idleness of three or four thousand of these Manchu pensioners, living either in the Tatar City or in the neighborhood of the imperial tombs. Last, but not least, the Chinese eunuchs of the old régime still infest the palace, to the number of a thousand or more, by all accounts worthy successors of the "rats and foxes" who contributed so largely to the demoralization of Hsüan Tung's ancestors.

The young Emperor's disposition and physique are healthy and normal, but even without the assistance of scheming dowagers

or treacherous regents, danger must lurk in wait for him, danger of demoralization and effeminacy, so long as these sleek rogues remain to practise their intrigues and insidious arts, from the gate-keeper's lodge even unto the king's bedchamber. Mr. Johnston, indeed, regards the continued presence of these eunuchs in the palace as the greatest of all the dangers to which the young Emperor is exposed; and the history of the dynasty fully justifies this opinion.

On the occasion of Mr. Johnston's first appearance at the palace, the eunuchs, on the plea of *lao kuei-chu*, or time-honored custom, politely but firmly requested that he should pay his footing, to the tune of \$150. But Mr. Johnston was equally firm in his determination to prove that the new imperial tutor represented new ideas, and that the gentle art of "squeezing" had no place in his curriculum. Knowing too much of oriental ways to make them lose face and generate wrath by a blunt refusal, he temporized and promised to bring the money on the following day. He brought it accordingly, but with it he tendered them for signature a receipt in duplicate, one copy for the President of the Republic and one for the British Minister. Chagrined by this departure from all classical precedent, the eunuchs withdrew their request; but before they left, the new tutor gave them, in forcible vernacular, a lecture on the evil of their ways.

His Majesty Hsüan Tung is fond of exercise, but the restricted area of the palace enclosure affords but little opportunity for gratifying his healthy inclinations. He rides occasionally, but there is little joy in this form of exercise, as prescribed for him by the rigid conservatism of the court, for an attendant leads his pony at a sedate pace round and round a stone-paved courtyard. Mr. Johnston hopes that his Majesty's guardians and advisers may be persuaded before long to allow him to take up his residence at the summer palace, where he would be less exposed to the demoralizing influence of the eunuchs, and where he might learn to play tennis and get regular rowing exercise on the lake. The boy-Emperor himself longs for the freedom of wider space, with the eagerness of youth, gazing wistfully through his bars upon the world of which he has heard much and seen nothing.

HUMAN NATURE AS SEEN IN THE WORLD'S TALLEST OFFICE BUILDING

ONE OF THE BREEZIEST PLACES in New York City, as most visitors to the big town discover, is at the corner of the 792-foot Woolworth Building. One day the wind wrenched the hat from the head of a passing woman and bore it straight up in the air to the twenty-seventh floor of this building, where it lodged on a ledge out of reach. The hat-owner sued the Woolworth Building for the price of the inaccessible lid, but lost her case. This is said to be one of the queerest claims ever brought against the building, tho there have been many others almost as odd. Freak claims are not the only manifestations of the quirks in human nature seen about the great office building, however. In common with other places of unusual interest, and hence attractive to sightseers, the Woolworth seems to inspire in many of its visitors a desire to do something bizarre or out of the ordinary. Countless persons come there seeking thrills and notoriety. Others have gain in mind. Thus we are told that one day a visitor hustled a shaggy little burro into one of the elevators before any one could prevent it. His idea was to take the burro to the tower, photograph it there, and make a fortune selling post-cards showing the little beast viewing New York from the highest building in the city. Of course, the management put a crimp in this dazzling plan. The attendants are able to foil most of the persons with freak schemes, but sometimes a stunt is slipped over on them. When the building was new a couple one day asked permission to be married in the tower. This was not granted because it was feared that if the practise were started, the Woolworth tower would become a Gretna Green. The couple were obsessed with the idea of being married there, however, and later in the day went up with a party of sightseers among whom a rabbi had been sneaked in, who pronounced the marriage service at the top of the tower before anybody knew what was going on. That a goodly number of examples of human freakishness should show up at this building does not seem so strange when one learns that some

375,000 persons visit it every year, or more than a thousand a day. About the only people who get within hailing distance of the structure and don't go to the top of the tower are the people who work in the building itself. All the tenants have permanent passes to go up, but they hardly ever use them. A register is kept of all visitors. This shows the names of kings, queens, and princes from across the water, as well as those of untitled folk from Kalamazoo to Kamchatka. All are treated alike. Royalty is not given a page all to itself when it visits the Woolworth Building. Thus, a certain page in the register shows the name of H. R. H. the Prince of Wales, while just beneath this august cognomen appears that of John Hancock, farmer, Pottsville, Pa. The question most frequently asked at the information desk in the lobby is as to where the five-and-ten-cent store is located. As a matter of fact, there is no such store in the building, by reason of a binding provision made by Mr. Woolworth to that effect. Many visitors, especially those from the Middle West, wonder what a tornado would do to the tower. This has never been put to the test, of course, so nobody knows. The tower has been built to withstand a hurricane pressure of 160 miles an hour, which is a more rapid breeze than has ever been seen in New York thus far. Sometimes people stand on the other side of the street when there is a high wind to see if the tower sways. Some say they see it, but that is probably imagination, tho the tower does, in fact, swing four inches out of the perpendicular on each side, or a total of eight inches. Managing the Woolworth Building is a sizable job and is held down by Edwin A. Cochran. He has under him a staff of more than four hundred persons. His most ticklish task is to keep the tenants of the four thousand offices in good humor. Some of the trials and tribulations connected therewith are related in an article in *The American Magazine* (New York) by Hannah Mitchell, who reports her conversation with Mr. Cochran, in part, as follows:

"It may surprise you to know that 'Blue Monday' is not azure-colored for us," said Mr. Cochran, who believes in telling the pleasant things first. "We never have complaints on Monday. I suppose the tenants are so busy with their mail and getting business started for the week that they don't have time to find fault. Tuesday a few of them look around and find something wrong; and by Friday trouble has reached its 'peak' for the week.

"The most frequent cause of complaint is dirty windows. Some day a tenant notices that his windows are dirty, and he scribbles the date on one of the panes with a pencil. Then, when the window-washer does appear, the tenant points to the date and waxes sarcastic.

"Right there the tenant has us where it hurts. Keeping the windows of a sky-scraper clean is becoming a big problem. Apparently, the profession of window-washing is becoming extinct. The window-washer gets whatever pay he asks, and names his own hours, and yet the number decreases steadily. It isn't that the lofty windows of the tower terrify them; it is the same everywhere. We need fourteen window-washers to keep the 6,500 windows in this building clean; but at present we have only nine, and don't know where to get any more.

"In the beginning every window in the building was washed at least once a week and always after a storm. Now it is all we can do to get them gone over once in ten days.

"Scrubwomen are almost as hard to get. And dust on the mahogany-topped desk vexes the tenant's heart. He is sure to complain if he notices it. I consider these things important. They are part of the obligation we assume when we rent a tenant space in the building.

"The biggest crank in the building is a professional 'investigator.' I should say that one in every ten complaints we get comes from him. Faultfinding is his business. He gets large fees for going in and telling business firms what is wrong with the way they run their business."

"Well, then, when he complains to you he is really giving you some of the benefit of his service," I suggested.

"Yes, I suppose so, if you want to put it that way," said Mr. Cochran, a little wearily. "But I believe he just has the faultfinding habit."

The big building is heated by the steam used to generate power for the elevators and lights. Heat is on tap all the time and may be obtained in any office, even in midsummer, by turning on the radiator. The management is careful to rent

space in the building only to reliable firms. A constant watch is kept to see that no illegitimate business gets in. A fourth of the tenants are lawyers, another fourth manufacturers, and more than two hundred export firms have offices there. The account continues:

"Some of these American offices for foreign firms look the 'phoniest' to an observer," Mr. Cochran explained. "They rent fine suites and have good-looking furniture. But little appears to show for their good 'front.' These are, however, perfectly reliable firms, and they want good-looking offices to represent their business.

"Going back to the business of complaints, tenants aren't the only persons with whom we have trouble. Outsiders are constantly making claims for damages against us. Some of these may be honest, but there is a large class that makes a business of trying to get damages for fake injuries. Hardly a day passes that some one does not assert that he—or, more often, she—has slipped or tripped in some part of the building and been injured. But I can tell almost as soon as the person comes into my office whether the complaint is genuine or not.

"Here is a hint for the person who intends faking a claim for damages as a result of a fall: Get your heels straightened. When a man or woman comes in here and claims damages for a fall, the first thing I look at is their shoes. Run-over heels free us from blame, as a rule, for falls and turned ankles.

"A woman came in here recently, claiming that she had been injured when one of the elevators had started as she was getting in. She persisted in her claim until I showed her that it was impossible for one of our elevators to start until the door is completely closed."

"Do you have many suicides?" I asked, hesitating to bring up an unpleasant subject, but conscious of the impelling power a great height has on many persons. Mr. Cochran answered frankly. "Only one," he said; "a man jumped from the thirteenth floor. We can't take any precaution against that in the offices. In the tower we have guards to watch the people. And in the halls there are always some of the building force about to inquire into the motives of strangers whose actions are suspicious.

"We had to stop visitors taking canes and umbrellas and cameras into the tower. Invariably these implements were used to point out places of interest, and once in a while the holder would lose his grip on his pointer and let it fall, to the peril of persons on the street below. A strange thing in regard to the canes and umbrellas which are checked is that about 25 per cent. of them are never called for.

"All kinds of things are found here, from stickpins to articles of wearing apparel worth thousands of dollars. These, if not called for, are turned in to the building. Other items which go to the credit of the building are the waste-paper, worn-out elevator cables, dead electric-light bulbs, and other things listed as junk. The waste paper is sent to mills to be made over, and brings a revenue of about \$9,000 a year. The old electric-light bulbs are worth about \$2,000 a year, and the elevator cables and junk from the engine-room amount to between \$15,000 and \$18,000 a year.

"Our tenants have occasionally thrown out some very valuable papers by accident. In fact, a week never goes by without a hunt for Liberty bonds, deeds to property, or stock securities, through our waste paper. These valuables are usually found, for we keep the waste paper four days after it is collected, and the tenants can go down and hunt through it themselves for lost valuables. We also have an arrangement with the people to whom we sell the paper that they shall sort it and return to us any valuable papers they find before disposing of it.

"The cost of up-keep on the building is about \$700,000 a year. A contractor who came here to work on the tower when it was being built has been here ever since and has charge of renewing and repairing the building."

"You mentioned the thirteenth floor a little while ago," I broke in. "Many tall buildings don't have a thirteenth floor, skipping from the twelfth to the fourteenth. Do you find tenants superstitious about that floor?"

"Yes; only it's a kind of reverse superstition. The *only* floors for which there is a specific demand are precisely the *thirteenth* and the *twenty-third*. However, we do observe the thirteen superstition in our room numbers. On every floor the room numbers jump from eleven to fifteen.

"The part of the building in greatest demand, and that commands the highest rents, is the tower. One reason for the high rents there is that the tower cost more to build, and the up-keep there is higher than in the remainder of the building. Firms take entire floors there, and that, also, increases the demand for space. Outside the tower the floor space grades up in value. That is, the higher you go, the higher the rent per square foot on each floor."



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YOUTHFUL BUT EFFICIENT TRAFFIC COPS.

Some of the older boys, after instruction by a regular traffic officer, are permitted to take up posts in the street at dismissal time, where, in a manner as stately as that of a veteran, they warn approaching vehicles and help the smaller children across the street in safety.

SCHOOLS TEACHING PUPILS TO AVOID SPEEDING CARS

TEACHING THE KIDDIES TRAFFIC CAUTION in school is one of the things now being advocated to reduce the annual harvest of children's deaths due to automobiles. In some schools this form of instruction is already a part of the regular exercises of the institution, and observers who have had a chance to see how it works are loud in its praise. This teaching makes the children understand the danger of speeding autos, and also trains them how to avoid other dangers as well, without relying on somebody else to protect them. The valuable quality of self-reliance and the ability to take care of themselves are thus developed. Cleveland was one of the first places to introduce formal instruction in traffic caution in the schools. Two years ago, it is said, during the first ten days of school in that city twelve children were killed. The school board, realizing its responsibility in the matter, adopted a resolution providing that the superintendent of schools should immediately plan for the inauguration "as the very first exercise in all the public schools, lessons in care in crossing the streets and watching for traffic." The teachers were urged, as far as possible, to supervise in person the departure of children from the school buildings and grounds the first week of school. The resolution also called on parents, the police, the city authorities, automobile clubs, and the city railway company to cooperate with the schools in seeking to reduce the number of auto accidents resulting in children's deaths. The plans for instruction adopted in the Cleveland schools are described in *Motor Life* (New York) by Herbert Buckman, who writes:

A few years ago there was designed by Miss Louise C. Wright, special supervisor of indoor recreation, a game that would inculcate in the earliest grades the principles of street conduct in a graphic and pleasant way. The underlying principle was to teach children to observe and obey traffic signals.

Lines are drawn in the front of the room to represent street-car tracks and the sidewalks. One child is chosen for traffic policeman and equipped with a semaphore. He stands in the strip between the supposed car-tracks. Children then are selected to represent street-cars going in opposite directions, and the children on each side stand with hands on the shoulders of the child in front. Other children represent automobiles on either side of the tracks. The rest of the children in the class are pedestrians, and these cross the street, carefully watching the "Stop" and "Go" signals or the officer's arms.

When this game was inaugurated in the lower grades the teachers-to-be were instructed in its operation in the normal

school so that they would be well equipped to teach safety from a practical standpoint when they took actual charge of classes.

Another successful form of instruction used in Cleveland schools is a series of talks by traffic officers. Through cooperation of school authorities with the police department, members of the police force go to the schools and deliver talks on traffic and behavior in the labyrinth of vehicles. In some cases the officer who is on duty at the school building gives the talk, and he speaks to the children as their friend as well as in the rôle of policeman. Sometimes the sergeant from the precinct is assigned to talk in the various rooms.

These men stress not merely the points of watchfulness and care, but tell the children to take the message home to their parents. A real impression is created on the parents in the foreign districts when Mike or Sophy goes home and tells the folks what the policeman at school talked to them about.

The cooperation of policemen was further utilized in a practical and novel way. Some of the older boys were instructed in the basic principles and then permitted to act as officers at dismissal hour. They take up posts in the street, warn vehicles of approaching the school, and help the youngsters, holding them back until vehicles have passed. This system plays further upon the idea of self-reliance and the children's taking care of themselves.

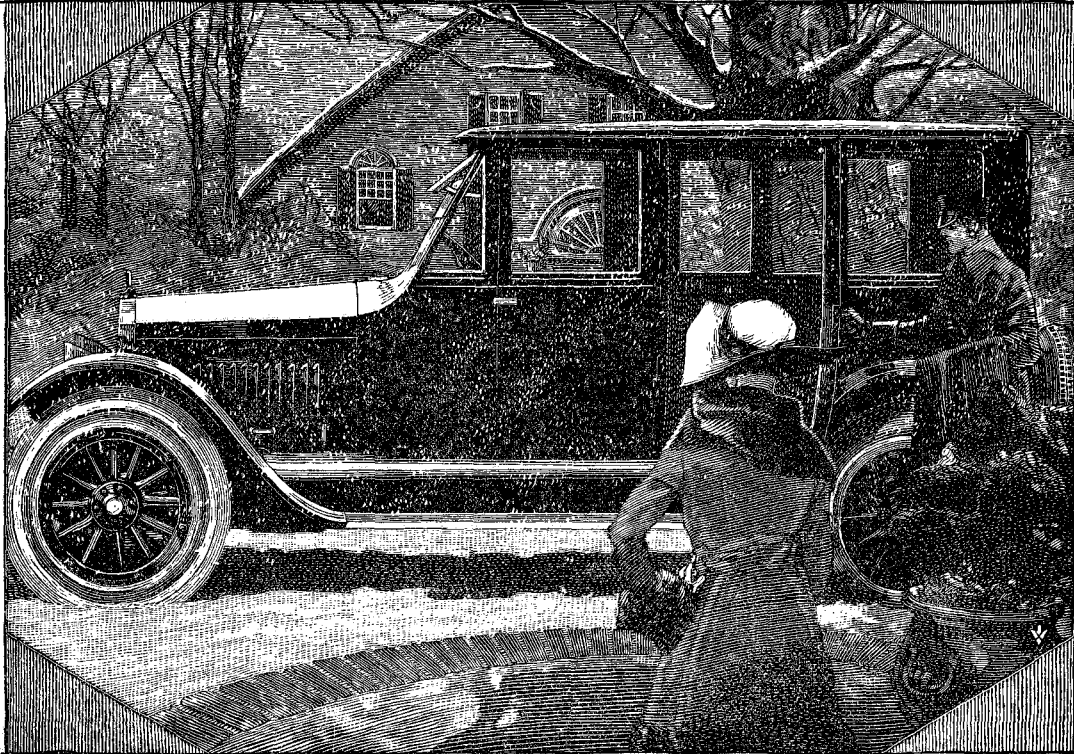
School officials, police executives, and others familiar with the situation realize that even were it possible to station an officer at every corner of every school, accidents seem almost bound to occur, no matter how many signs may be erected, and that the real solution must come from educating the children. However, much protection may be given the children at school-time, and instructing them in carefulness should reduce also the accidents away from the schoolhouses.

The city of Cleveland has close to 100,000 motor-vehicles. The children themselves are quick to realize they must grow up motor-wise, that this is the automobile age and we must adapt ourselves to it. The older generation may have cursed the "devil wagons" and gone out to collisions and accidents. The youngsters realize the necessity for advanced recognition. Throughout the schools, motors are a subject of great interest. The night classes at the technical high schools are crowded with young men and young women, too, eager to learn the mechanical side.

At one of the schools in Youngstown, Ohio, the principal, E. S. Freed, has devised a semaphore system, operated by the pupils, which is proving a success in preventing accidents. Says the *Youngstown Vindicator*:

The semaphores as made are 18 inches in diameter with the inner 6-inch circle painted green and the rest of the disk painted

STANDARD EIGHT



A POWERFUL CAR

POWER is the factor behind big men that makes their work so smooth and confident.

The unusual power of the Standard Eight shows in the quiet, easy way it takes the steepest hills. But in the mazes of downtown street traffic—its wheels barely

turning—there is at your command that same telling, decisive force.

To catch the full joy of motoring, have the smooth, confident work of this powerful car demonstrated to you.

See our attractive models on display at the leading automobile shows.

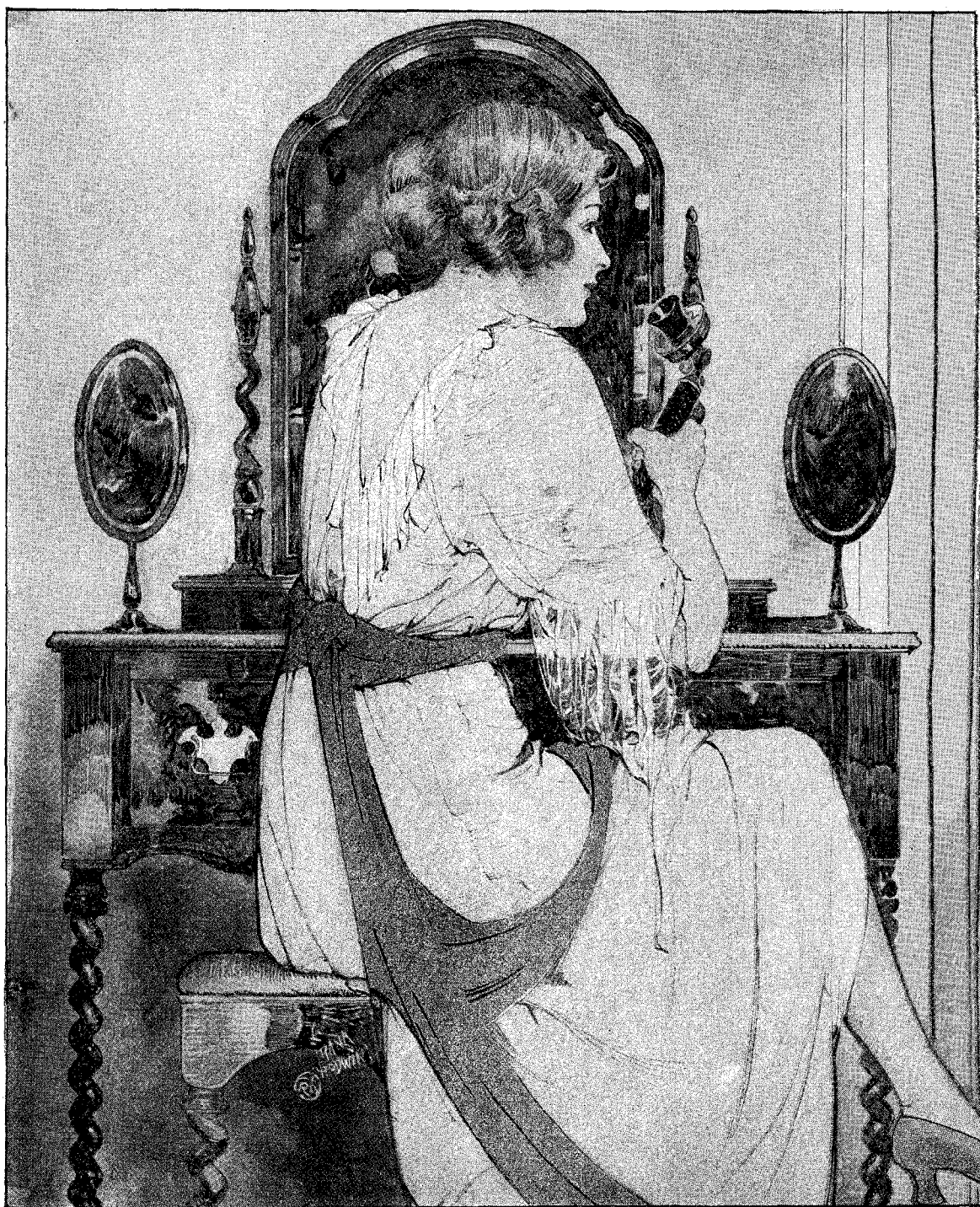
Vestibule Sedan, \$5000	Sedan, \$4800	Sedanette, \$4500	Coupe, \$4500
Touring Car, \$3400	Roadster, \$3400	Chassis, \$3150	

Above prices, f. o. b. Butler, Pa., guaranteed until April 1, 1921

STANDARD STEEL CAR COMPANY
Automotive Dept. Pittsburgh, Pa.



HERE COMES 1



The JOR

Time flies—day comes—night comes—
one who was away comes. Winter hours
go by.

Spring stands expectant, just beyond
the distant hills.

In quiet January hours, we seem to hear
the muffled notes of songs we used to
sing—a hurdy gurdy in a quiet street—

a swarthy grinder and a wonder woman
with a tambourine.

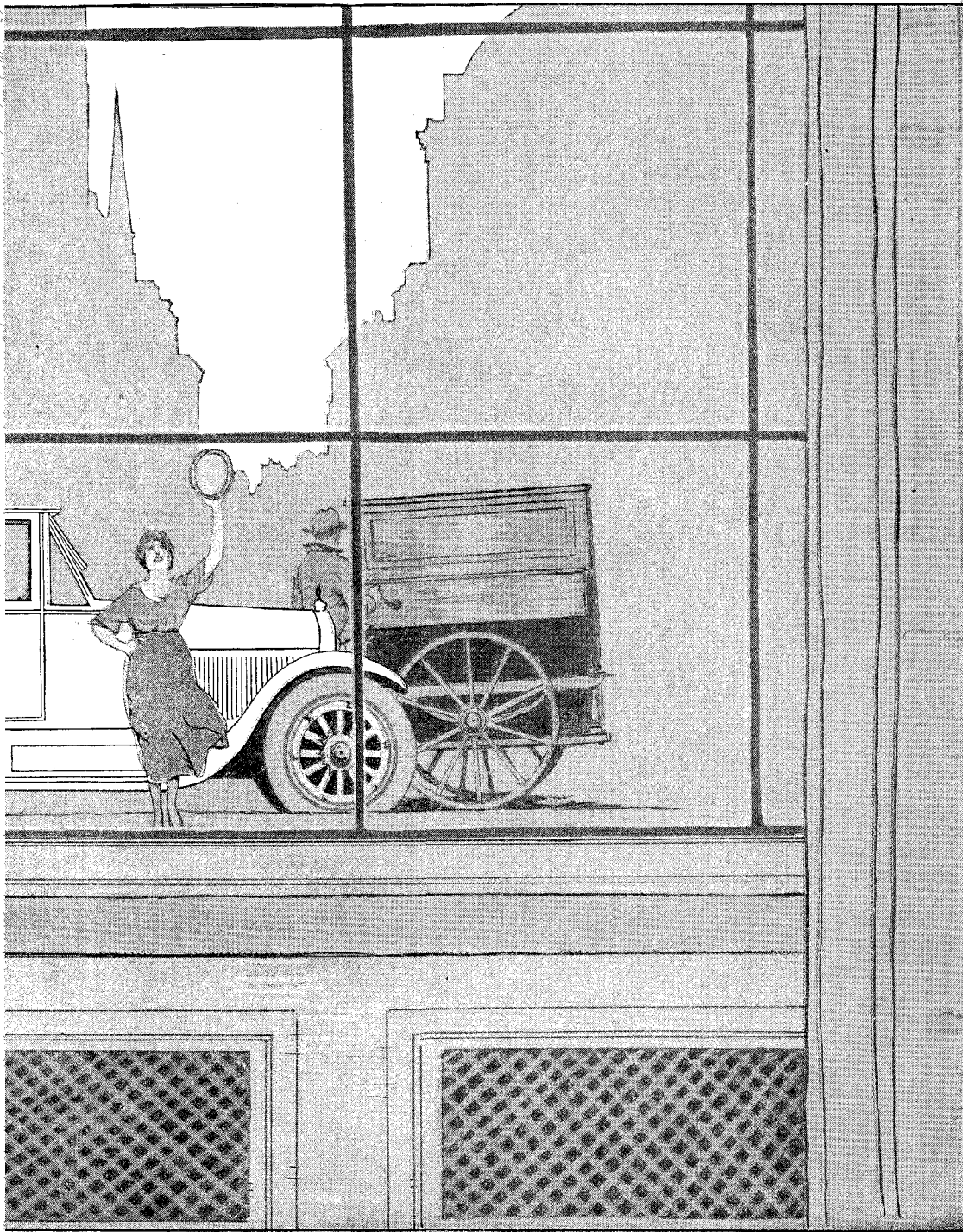
East side—west side—all around the
town—

Then it is we plan the days that are to
come.

Busy days of a thousand errands, hap-
pily dispatched in a Jordan Brougham.

JORDAN MOTOR CA.

Y GURDY MAN



N Brougham

A nimble, light footed car of economy and ease, snug and protecting in the snows of February and the winds of March.

Smart, refreshing, full of life, in the youthful days of spring—a car for bundles and a hurried trip to town.

A practical car with an interesting personality—inspiring a pride of ownership

which only a woman's treasures can arouse.

A thrilling something about the wheel—an easy gliding through the traffic press—a compact carriage in a crowded pocket at the curb.

Comfort that is gratifying, privacy enough, fashionably crowded in a friendly sort of way.

Inc., Cleveland, Ohio



WHEN SCIENCE PUTS ON MINING OVERALLS

A COMPLETE chemical laboratory, representing an investment of \$50,000, is concrete evidence of the manner in which the achievements of science are transformed into servants of efficiency and safety by The Consolidation Coal Company. This is one of the most complete institutions of its kind maintained by an American coal company.

In it, an able corps of chemists make complete chemical determination of Consolidation coal and coke, and of their heating values. To the last subtlety of scientific observation, we know the qualities of each grade of fuel produced in our eighty-one mines and know just exactly what it will do for the customer. Each is neatly catalogued so that when you buy a ton of coal you know how much sulphur, how much carbon, how much gaseous matter, how much moisture, how much phosphorus and how much ash it contains, as well as the number of heat units it will produce. Even the fusibility of the ash, which results in clinkers, is an open book before you. The by-product manufacturer can learn also how much coke, benzol, toluol, cyanogen, tar, gas, and ammonium sulphate he can derive from a ton of Consolidation Coal.

If the investment in this laboratory were many times what it is, we would count the money well spent, for in no other way could we so effectively assure to each particular customer the proper utility of the fuel supplied to him by us.

The relation between coal and beer may seem far-fetched, indeed, but these same coal chemists were able a few years ago to eliminate from a well-known brand of beer a taint of arsenic. They found that arsenic from the furnace fumes had been absorbed into the brewery water system and thus had found its way into the beverage product. A mechanical method of eliminating the trouble was then easily devised. This same laboratory is the center of a public health service for Consolidation Coal Company families.

THE CONSOLIDATION COAL COMPANY

INCORPORATED

Bankers Trust Building · New York City

MOTERING AND AVIATION

Continued

red. The large disk contains the word, "School," and the small one, "Go Slow!"

Mr. Freed has boys appointed to place one of these semaphores about 100 feet above the school on the curb and the other about 100 feet below the school. The semaphores are kept in the school building and are carried to their position just before dismissal and assembly time.

The boys keep these semaphores swinging during the entire time they are along the curb so that drivers of machines can not help seeing them.

Mr. Freed had two white lines about six feet apart painted across Belmont Avenue right in front of the school, and requires all the pupils who have to cross the street to cross between the white lines. While the children are crossing the street, either going to or coming from school, the principal stands at the cross-lines to pilot them to safety.

WHY THE MOTORIST SELDOM OFFERS THE PEDESTRIAN A RIDE

PEDESTRIANS and persons waiting for street-cars often wonder why a man in an automobile will nearly always drive blithely by and not offer them a ride. Usually they dismiss the matter from their minds with the reflection that it is because the purse-proud auto-owner feels above the poor wage-slave who has to walk or ride in street-cars, and will have nothing to do with him. But this is not the case at all, say the spokesmen for the autoists. The real reason is, we are told, that the man in the car is timid about asking a person to ride with him because experience has taught him in a measure to regard everybody not riding in an auto as a sort of natural enemy. The motorist has reached this state of mind partly through encounters with wrathful pedestrians startled by his raucous horn, and partly through rebuffs when he has actually offered to let people ride with him. Of course, something is to be said in excuse of those who refuse to ride with a stranger in a motor-car. Newspaper accounts of how unsuspecting persons have come to serious grief through accepting such courtesies from unknown drivers are not infrequent, and such stories have made the average man and woman wary. On the other hand, friendly drivers also sometimes get into trouble when they give a stranger a lift. Not long ago, for instance, there was a story in the papers of a motorist who gave a man a ride and was shot and robbed by his passenger. Happily, the criminally inclined are in the minority, however, and of that large majority who have no desire to harm their fellow men most of those so fortunate as to drive cars are believed to be more disposed to share their vehicles than they are commonly given credit for. "The motorist who stares straight ahead and completely ignores the man on the wall may not be a selfish fellow at all," suggest

art P. Garnett in discussing this subject
Motor (New York). Mr. Garnett
continues:

Possibly he is sensitive. Possibly the
on the corner two blocks above has
st curly refused the motorist's invitation
ride. And consequently the motorist
ay be hurt, disappointed in mankind,
terminated for the moment that he will
re up attempting to do kind acts.
At the same time, he may be lonesome.
viously he can not read a newspaper and
teh the traffic signals simultaneously.
d no man thoroughly enjoys being
me.

I say the motorist is anxious to give the
destrian a lift, as he buzzes office-
rd in the morning, but he wants to be
e of his man. And so, as he passes the
ners, one by one, he glances quickly
!... who stands and waits. If he sees
o who looks as if he would accept his
itation and be properly companionable
d grateful, he slows up and calls, "Want
ide?" or "Down-town?"

He does this in a friendly fashion. Natur-
y, if the man on the corner cuts him
d or says, "No, dam' you!" the motorist
ls somewhat mistreated, misunderstood,
d he is inclined to classify all pedestrians
d street-car riders as ill-mannered swine.
If, on the contrary, the glad light breaks
the pedestrian's eye and he nods his
d vigorously, the motorist feels a chari-
le thrill. He is the host. He is doing
avor and saving a nickel (or perhaps
cents) to the poor wage-slave of a
lestrian. He can talk and his passenger
st agree with him. He may tell an old
ry and Mr. Passenger must laugh.
may express political views at complete
iance with those of his passenger, but
latter is not in a position to start an
ument—and if he does, he must let the
n driving the car get the best of it.
f he does not, if he disagrees violently
d loudly, he merely makes the motorist
n in his suspicion that pedestrians are
agreeable persons and not fit companions
the ride down-town, nor worthy of
ure kindnesses.

But, of course, they do not always discuss
ities. Many times warm friendships
ve been the result of this kindly spirit
the part of motorists, by both parties
king to safe topics of conversation—
eball, golf, the weather, the high cost
living—but always changing the sub-
t at the merest evidence of disagreement.
With only these simple problems to deal
h, it would seem as if time would make
necessary adjustments and there might
a friendly world wherein pedestrians
uld scarcely ever have to walk, thus
sening the annoyances of motor travel
the public highways. The pedestrian
uld repay this kindness by buying his
oes or overalls from the motorist with
om he rides—all that sort of thing;
npensation. Reciprocity.

Sometimes the pedestrian is a woman,
d a motorist's offer of a ride reminds the
iter of the touching verse regarding—

Little Miss Muffet, who sat on a tuffet,
Eating her lunch one day,
When a speeder espied her and drew up beside
her,
And both of 'em beat it away.

But this is all wrong, contends Mr. Gar-
tt. A lot of nice fellows will offer Miss
uffet a ride with no other object in view
an to give her a lift, but the 'ungrateful
uffet girl will often turn them down

EBERHARD FABER



Solid lead from tip to tip

That's what makes a pencil last long.

You've sharpened pencils. Ever notice how
a brand new one will whittle half away before
you get a point? That's because the lead
inside is broken.

Not so Van Dyke. With ordinary care it has
lots of points—the lead is solid. You never
whittle Van Dyke away. You draw it, or
write it away.

Van Dyke comes in sixteen degrees from
6 B, softest, to 8 H, hardest.

Get the one which suits you best. Then use
Van Dyke, and learn to swear by it like the
thousands who use it regularly.

All stationers sell Van Dyke.

EBERHARD FABER

The Oldest Pencil Factory in America

NEW YORK

VAN DYKE

drawing pencils and erasers

Pencils	No.
VAN DYKE	600
MONGOL	482
COMMERCE, Hexagon	375
Round	895
STENOGRAPHIC	694
INDELIBLE "TRANSFER"	750
"RUBY"	725
COLORED, BLUE	555
RED	556

Crayons
RAINBOW, Assorted Colors

Rubber Bands
GREY RUBBER BANDS
RUBY RUBBER BANDS

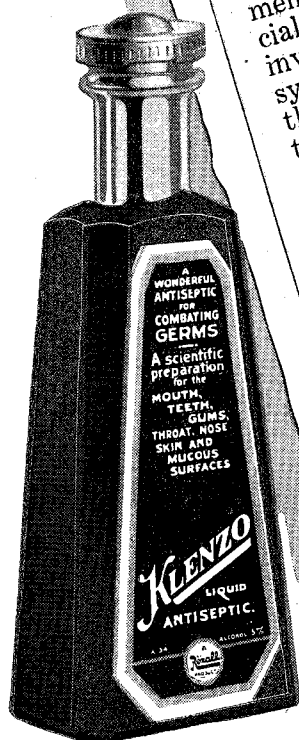
Rubber Erasers	No.
VAN DYKE	6000
RUBY	112
EMERALD	111
TYPEWRITER	1080
"COMET"	1087



A Million Dollar Baby

A MILLION DOLLAR BABY

Naturally, those who see this heading expect to read about some "baby heir" of an American multi-millionaire. They will be surprised to learn that such a description applies to a scientific tooth and mouth preparation. They will doubtless wonder also how such a product ever came to be spoken of as a "Million Dollar Baby." So the story must be told. Over three years ago the Rexall Research Department, in consultation with medical specialists and dentists, began an exhaustive investigation into diseases that enter the system through the mouth and nose. In their characteristically thorough way, they spent over two years before they perfected a compound which answered every test and received the endorsement of medical opinion. Such a remarkable demand was created last year, that the sales are expected to run over a million dollars. This very wonderful amount, in its early success, prompted the Rexall people to call Klenzo Liquid Antiseptic their "Million Dollar Baby." During the epidemic last year probably no preparation devised for use as a germ combatter was found more efficacious in preventing contagious diseases that enter the system through the mouth and nose than Klenzo Liquid Antiseptic. This Rexall product can be purchased in 25c and 50c spe toilet bottles at any Rexall Drug Store.



25^c

35c in Canada



KLENZO

LIQUID ANTISEPTIC

IN a little town of 5000, up in the province of Ontario, Canada, a wide-awake Rexall Druggist wrote the advertisement shown opposite, inserted it in his town newspaper, and displayed Klenzo in his window.

Many customers came in to try Klenzo. They liked it and its fame soon spread through the town. On the second day, he had sold out his whole stock, and had to wire for more. Ever since, Klenzo Liquid Antiseptic has been his big seller.

This druggist's experience with Klenzo has been duplicated since by scores of other Rexall Stores. Try Klenzo Liquid Antiseptic. Ask for it only at a Rexall Store. It is obtainable nowhere else.

The **Rexall** Stores

are an organization of 10,000 progressive retail drug stores throughout the United States, Canada and Great Britain, united to a world-wide service.

UNITED DRUG COMPANY

Boston Toronto Liverpool Pa.

MOTORING AND AVIATION

Continued

idely, just as she did the writer's friend, Verne Tucker, of whom we are told:

It was a rainy day and windy. Miss Muffet stood on the corner looking as if the whole world were curds and whey. Her umbrella was a poor shelter indeed, and her wet skirts clung to her legs and sent rivulets trickling down her ankles into her absurd, high-heeled pumps.

It is quite easy to understand how Miss Muffet might have been in an unpleasant frame of mind. Surely she was not enjoying the wet. But I agree with Verne. She was rude.

Verne's car is a very respectable and water-proof sedan. He drew up to the curb, opened the door gallantly, and said at he would be very much pleased if the young lady would permit him to give her a lift.

"On your way, you fresh dude!"

That was what she said.

Oh, sweet spirit of the Mann Act!

Verne almost stripped the gears in getting away. He scowled all the way down-town and kept a sharp lookout for some jaywalking Miss Muffet whom he could run down—or at least badly frighten. He dreamed that some day he would be driving along a hot, dusty country road, fifteen miles from anywhere, and that he would find Miss Muffet toiling along, not, carrying a twenty-six-pound baby, wearing French heels and a hobble skirt. And he would draw up beside her and roar at her and taunt her and then go sailing by, leaving her enveloped in a cloud of dust.

But, of course, that mood lasted only a few minutes, and by noon he was the same smiling but perhaps a little more careful driver.

The kindly spirit of motorists in general shown during a street-car strike, maintains Mr. Garnett. He says:

Really, it seems quite worth while to have a strike every now and then, just to be able to see how perfectly amiable and pleasant and comradelike motorists and pedestrians can be.

The last strike we had was of short duration. It lasted only two or three days, but those days were like holidays. Every person who usually dropt the nickel the box knew he would have to hook a car. So he put on his pleasantest smile and looked engagingly at every motorist who came by. And, if the motorist did not already have a load, he picked up the pedestrian and carted him down-town. One car-owner I know said he wished all boys would stay on strike forever.

"I'd willingly pick up a load of folks and carry them down, just to have the street-cars out of the way," he said.

Sister Marion, who helped the Y. M. C. A. win the war, was in London when the strike was on over there, early last winter. Owing to the petrol shortage there was very little motor-car traffic, but every person who had an automobile loaded up a capacity load. It was thrilling, Marion says, to have a big Rolls-Royce wearing the crest of the Duke of Devonshire draw up to the curb and take her aboard.

But strikes do not last forever and both motorist and pedestrian forget.

Now if I had a car," one of those strange beings of the *Genus Hoofit* will tell me, putting the personal pronoun in

italics, "I would make it a point always to give a lift to people going my way."

But when he cashes in on the subdivision lot he bought five years ago, makes a neat little profit on the patent dishwasher he invented, or something of the sort, and moves up into the car-owning class, he goes the way of his fellows.

He gets rebuffs, cold glances, and cuts from his fellow men, and is looked upon as a dangerous character, an abductor, and a flirt by the women folk. And presently you see him, timidly looking at the man-on-the-corner-waiting-for-a-car, and feeling that the world is all right, a nice enough place, except for the ungraciousness and suspiciousness of pedestrians.

FROM NEW YORK TO HAVANA WITH THE FIRST AIR MAIL

THE party of women who started from New York with the first mail-planes for Cuba the other day were told by their friends that they were very brave. They kept stout hearts on this praise until the moment of departure, but as they waved farewell to an accompaniment of booming cannon and snapping flags, one of the fair passengers, Marion T. Colley, confesses, their morale was wholly a thing of bluff. At the first stop two of the party decided that their business in New York would not permit their continuing the trip, at Norfolk others deserted, and by the time they reached Hampton Roads the only women left were Miss Colley and another newspaper woman and the wives of the two pilots. These remained, we are told, solely because they did not have the moral courage to confess how afraid they were and how much they wanted to quit. Presently the novel experience of air-cruising overcame their fears, however, and they began to enjoy themselves. Their air-boats, two big, heavy seaplanes, were fitted up like luxurious chair-cars, each having a capacity of eleven passengers. They were named the *Pinta* and *Santa Maria*, names that seemed highly appropriate to pioneers in a new mode of passenger transportation. After they got over being afraid, the passengers began to take closer note of what was going on around them, and to realize the magic of the airman's life. Among other things, they were fascinated by the ever-changing panorama, and the strange effects produced by viewing it from the point of view of the bird. "For more than an hour," says Miss Colley, writing in the *New York Evening Post*, "we had been flying midway between a setting sun worthy of the brush of a Turner and a ghostly galleon that was the moon. On our right were miles and miles of white sand-dunes. As the splendor of the west waned and merged into darkness the moon grew more real. Climbing the sky to our own level, she threw out to us a shining jeweled band, and, linked in this friendly fashion, we went our way side by side." They finally completely recovered their courage in regard to flying, even to the extent of going the other way,

so that they began to feel that no matter what risk they took nothing could happen to them. The writer became so confident of her security that she even tackled the business of sitting in the pilot's seat and flying the plane for several hours. She says:

In the cruiser on this occasion there were no passengers except Mrs. Iseman, the pilot's wife, Major Bonnell, Mr. Tiffany, and the crew. None of them was afraid of anything and each had given his consent to my sharing the pilot's seat. It was a flawless day, with only a slight breeze blowing and a sky as clear and blue as the eyes of a child.

As we waited for the luggage to be put on board, the Captain initiated me into the mysteries of that part of the flying-machine where the wheels go round.

"There," he pointed out, "is the meter which shows the revolutions of the engine per minute. And just beyond is the air-speed meter. Those thermometers at the left tell the temperature of water and oil." And so on, until I understood what each recording apparatus that was set in the curved body of the machine stood for.

We were now in readiness to start, and he sang out, "Contact, retard port," which started the port engine. "Contact, retard starboard," he then signaled. We circled round and round to warm the engines, then headed the cruiser into the wind and opened the throttles. The nose of the plane rose slowly out of the water, and, as we gathered speed, lowered again until we were skimming the surface of the river.

"When you pull the nose of the air-boat up the speed decreases," he had told me. "If you want it to go faster you pull it down. The wheels control the ailerons, or little wings, which tip the big ones up and down."

And now I boldly pulled with him until the cruiser slid off the water. Gently we turned the wheels a little to the right, then to the left, the nose of the plane was raised a trifle, then lowered. After a time the captain lifted both hands from the wheel and smiled at me encouragingly. Carefully I followed his directions. The great cruiser maintained its balance and skimmed steadily above the sea at a level of a thousand feet. The captain clapped his hands and nodded approval. I looked up at a great white cloud moving in our direction, and longed to lower the nose of the plane and go rising triumphantly over and beyond it, with the sky for my goal. I felt like a god as I flew the huge machine, keeping it steady to its course by the merest touch of fingers on the wheel, the slightest pressure of feet on the pedals.

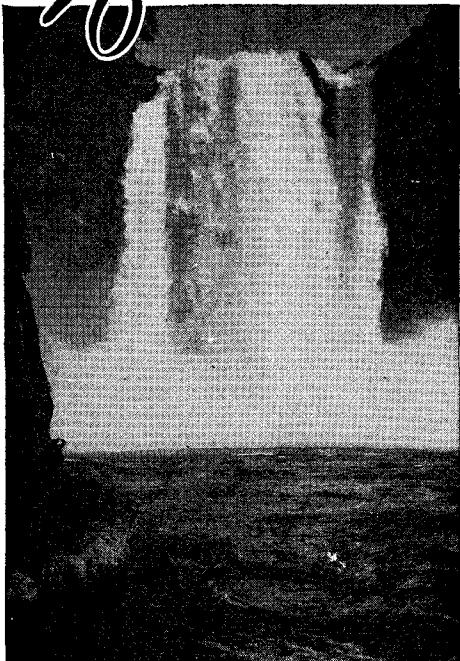
For four hours I occupied the dual pilot seat. At two o'clock the first officer handed up sandwiches, coffee, and chocolate.

But as we neared Georgetown, S. C., the wind rose to forty miles an hour. A wall of rain advanced toward us in stately formation, flinging a shadow over the ocean as it came. Increasing our speed, we raced around it and landed in the harbor just as the first rain-drops spattered in our faces.

Among the features of the trip that interested Miss Colley were the quaint places where the air-party made landings on their trip. She speaks particularly of Manteo, on Roanoke Island, where Virginia Dare was born. Apparently, the natives of those parts feel that the birth

"The conditions there for opening a Great World Port are Beyond Comparison."—P. H. W. Ross, President National Marine League of U. S. A.

1/6 of the Nation's Waterpower is tributary to Seattle —plus Coal (an unfailing supply)



Copyright Asahel Curtis

Snoqualmie Falls, a 270-foot cataract of roaring, iridescent beauty, within an hour's motoring of Seattle—whence comes a portion of the city's hydro-electric power.



The sources of Eastern fuel power are fast waning. Seventy per cent. of the coal and 70 per cent. of the water power of the United States lie west of the Mississippi River. Industry can more readily move to power than power to industry. When the East loses its cheap power it loses its industrial kingship. The West is young, vigorous and aggressive and ready to snatch away the scepter.—Alexander T. Vogelsang, First Assistant Secretary of the Interior, in Leslie's, October 23, 1920.

The Seattle Chamber of Commerce
and Commercial Club
PUBLICITY BUREAU—
901 Arctic Building—SEATTLE

By C. T. CONOVER

The water power gives a name to a range of mountains, the Cascades. It gives Seattle hydro-electric energy for almost limitless industrial expansion at the lowest possible cost.

Washington has also practically the only coal in the Pacific States, much of it immediately contiguous to Seattle—an enormous and unfailing supply for all purposes.

Probably nowhere on the Earth's surface is assembled such a wealth and variety of raw materials. Seattle's back country is preeminent in timber, grain, fruit, minerals and other basic products. Seattle is the chief fisheries port of the world. Into her lap pours the wealth of Alaska—Gold, Copper and Fish—a country capable of supporting 10,000,000 to 20,000,000 prosperous citizens, and with vast untouched resources. Seattle dominates in the trade with China, Japan, and that supreme undeveloped treasure land, Siberia, by the immutable law of distance. Consequently Seattle is the chief American port in the importation of Oriental Vegetable Oils, Raw Silk, Crude Rubber, Hemp, Tea, Hides, and the products of the Far East. Practically all offer outstanding manufacturing opportunities in Seattle.

Seattle's market is the world. Her harbor—194 miles of salt and fresh water frontage—is unequalled on the western hemisphere.

Seattle's climate gives her an advantage of 20 per cent. in manufacturing costs—a fact well proven by experience. Seattle has a scenic setting unparalleled and is the healthiest city in the world.

Seattle has a large supply of skilled and common labor of the highest class. She has adopted the American plan—the open shop. A vital feature of her labor policy is "cards on the table face up" between employers and employees. No American city has a better labor condition or one brighter with promise.

Seattle is the leading railroad center on the Pacific Coast.

In volume of water-borne commerce, Seattle is America's chief Pacific port. Inevitably, it would seem, she must become one of the great industrial centers of the world.

Seattle wants you, if there is a legitimate field for your particular industry, whether you are a little manufacturer or a big one. If your line is fully occupied or there does not appear to be an opening for it that promises success, Seattle will so advise you frankly. Seattle's climate is the best on the continent—you'll live longer here. Send for the booklet, "Seattle, the Seaport of Success."

Manufacture in Seattle—The Seaport of Success

MOTURING AND AVIATION Continued

on their island of the first child of English parents on American soil was the most overwhelming event that ever took place there for everybody spoke of it, until Mr. Colley says she finally began to feel as she and the Dare girl had been childhood friends. They also stopt at Southport, S. C., where they met Miss Kate Stuart who remembered a small boy that used to visit at her home named Tommy Wilson but whom the world now knows better as Woodrow. She described this boy as "a mighty nice, obedient little fellow, rather a bright child and very lively and active." The writer finishes the story of her air trip as follows:

We completed our journey on Monday, November 1, when we landed at Havana, Cuba, in the midst of the excitement of Election day. The weather condition throughout the trip had been ideal. We had flown only by day and we had known no engine trouble. Except for one slight accident, when the *Pinta* had its right aileron slightly damaged by drifting against the bridge at St. Augustine, the voyage had been without mishap. It had taken about twenty-two hours of actual flying, to go from New York to the capital of Cuba.

WHY MOTOR-CARS RUN BETTER AT NIGHT

AN automobile resembles young folks in enjoying an outing in the cool of the evening. It runs more smoothly, and experiences less difficulty in taking a hill as high, as a young man or a girl talks better and is more given to poetic fancy, in the tang of the fresh night air. Formerly the fact was thought to be merely theoretical, superinduced by the glamour of evening when the whole world appeared to be spinning more smoothly. But a writer in the *Washington Post* goes to A. Ludlow Clenden, writing in *Motor Life*, to prove that the fact is based on easily demonstrable ground. Two things are burned in a gasoline motor—gasoline and air. Neither can burn without the other, and to get the best and most powerful combustion, the proportion of gasoline to air can not vary much. "One cylinder of air just so much gasoline and no more can be added. But much depends on the quality and condition of the air. Motorists know that when driving at very high altitudes the rarefied air causes a noticeable loss of power. The writer explains why:

Now the real reason for the loss of power is that owing to the rarefying effect of the altitude the piston can only suck in a small amount of air, which will only carry with it a smaller amount of gasoline, and so will only produce a more feeble explosion. Of course, the volume of air taken in on each suction stroke is just the same whatever the altitude, but its weight is less in proportion as the altitude increases and the ratio for best combustion is between the weight of the fuel and the weight of the air.

necessary to insure reasonably complete combustion.

Other things have the same effect as altitude. For instance, heat rarefies air, and the charge which an engine can breathe in is smaller in weight than it would be on a cold day. In testing airplane engines it is an invariable practise to make an allowance for the temperature of the atmosphere, because the difference in power is quite appreciable. With a three-hundred-horsepower engine a variation of fifteen horsepower or more can easily occur by reason of nothing else but change in the air temperature.

Here is one of the principal reasons why an automobile motor does run better at night. Night air is almost always cooler than day air, so at night the engine can get a heavier charge and so produce a more powerful impulse at each explosion.

Not only is the air taken into the engine cooler, and so heavier, but the presence of a cooler atmosphere means that the water cooling will be more effective; that the motor will in itself be cooler.

This helps to make the charge drawn in still better because the air comes into the carbureter cooler and is heated less on its way through the manifolds and within the cylinder itself. Also the oil will be cooler, its lubricating properties therefore better, and so there will be less friction in the motor.

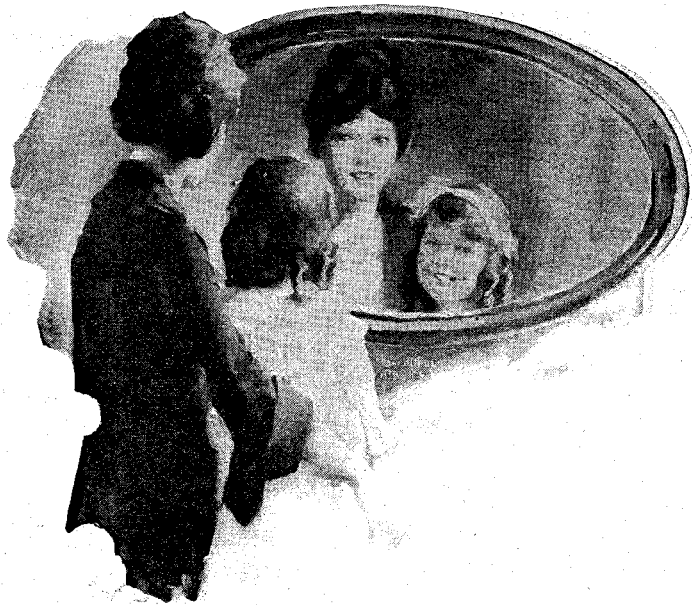
Yet another thing is that night air often is damper than day air. The poetic mists of eventide cool down the motor as well as, perhaps, making the driver turn up his coat collar. Haven't you ever noticed how the motometer drops back in a rain-shower? Well, the effect of dampness in the air is just the same.

Not only does the dampness help by cooling slightly better but in what might be called burning quality. The best kind of an explosion is obtainable from air that is not absolutely dry. Dampness in the air within the cylinder makes the explosion less violent. The combustion, one might say, is slowed down ever so little so that the gas gives more of a push and less of a kick to the piston.

All these things are very small in degree and are limited in range. For example, because cold air gives more power than hot air, it does so only as long as it is not so cold that the gasoline can not mix with and vaporize in it properly. Coming back to airplane engines again, the most power seems to be produced with air somewhere around freezing-point; if colder, the motor sputters and coughs; but let it not be forgotten that this is with very high-grade gasoline. One can do little more than guess, but the chances are an automobile motor is at its normal best in an atmosphere around forty to fifty degrees.

A British manufacturer of motors was the first to prove conclusively that motors really did run better at times other than the middle of the day. He did it by setting up an engine which for some years was run just a half-hour or less at six o'clock in the morning, at noon, and at six o'clock in the evening. Averaging all the hundreds of runs, he found that there was not much difference between the power morning and evening, but that the midday power always was noticeably less.

In automobile engines it is unlikely that all the effects of night air taken together would make a difference of more than five per cent., if, indeed, so much; but this could easily represent two or three horsepower and perhaps just make the difference between making some grade on high or not making it.



Make This Test

See how teeth glisten then

This ten-day test costs nothing. To millions it has brought a new era in teeth cleaning. This is to urge that you try this method. Then let your own teeth show you what it means to you and yours.

To fight the film

The object is to fight the film which causes most tooth troubles. Film is that viscous coat you feel. It clings to teeth, enters crevices and stays. The old methods of brushing do not end it. So, despite all care, tooth troubles have been constantly increasing.

It is the film-coat that discolors, not the teeth. And nearly all teeth brushed in old ways are coated more or less.

Film is the basis of tartar. It holds

food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea. And that disease has become alarming in extent.

A daily combatant

Dental science has now found ways to daily combat this film. For five years the methods have been carefully watched and proved. Now leading dentists everywhere advise them.

These methods are embodied in a dentifrice called Pepsodent. Millions now know it and employ it. Wherever you look the results are seen in glistening teeth today.

Acts in five ways

One ingredient in Pepsodent is pepsin. Another multiplies the starch digestant in the saliva to digest starch deposits that cling. The alkalinity of the saliva is multiplied also. That to neutralize the acids which cause tooth decay.

Two factors directly attack the film. One of them keeps teeth so highly polished that film cannot easily adhere.

With every application, Pepsodent combats the teeth's great enemies in new and

efficient ways. To millions it is bringing cleaner, safer, whiter teeth.

Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film.

See how teeth whiten as the film-coat disappears.

This test will be a revelation. Make it now. Cut out the coupon so you won't forget.

Pepsodent PAT. OFF.
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The New-Day Dentifrice

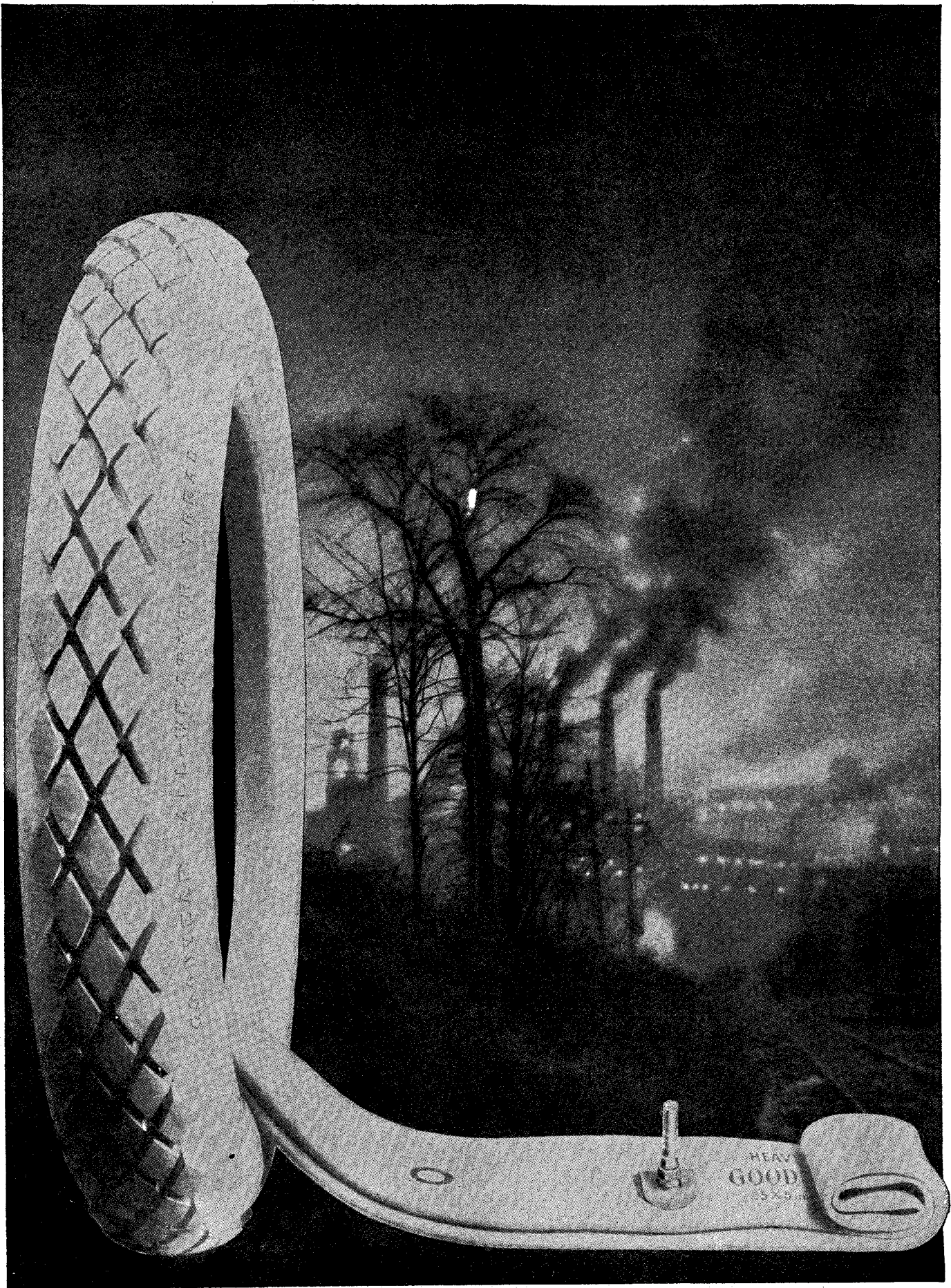
A scientific film combatant combined with two other modern requisites. Now advised by leading dentists everywhere and supplied by all druggists in large tubes.

10-Day Tube Free

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Dept. 328, 1104 S. Wabash Ave.,
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Mail 10-Day Tube of Pepsodent to

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Only one tube to a family.



*This actual photograph, taken at early evening,
shows a portion of the Goodyear factories at Akron*

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Building for Tomorrow in the Products of Today

UPON every product manufactured by this Company and sent forth under its name for sale, rests a responsibility that is not entirely measured by its price.

For in our view, every article we build is a factor not alone in the transaction in which it has a part, but in whatever future patronage we hope to enjoy.

No less practical an impulse than good business, therefore, prompts us to embody in all things we make the staunchest quality it is possible for us to contrive.

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No product bearing the Goodyear name more clearly illustrates the successful working out of this policy than do Goodyear Cord Tires for passenger cars.

Steadily they have grown in favor, steadily they have been improved and strengthened, holding intact even against rising costs their superior measure of value.

Goodyear Cord Tires deliver today a kind and extent of performance that for reliability and final economy is unapproached in any earlier type of tire.

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THE GOODYEAR TIRE & RUBBER COMPANY
Offices Throughout the World

CORD TIRES

MOTORING AND AVIATION

Continued

So when you fancy your car is running better in the cool of the evening you don't have to blame it on your own poetic state of mind induced by thoughts of Gray's elegiac variety. The chances are the motor really is enjoying the fresh night air.

CONFESSIONS OF AN OIL-STARVED CAR

THE following somewhat lugubrious tale purports to be the autobiography of a motor-car whose owner neglected it, with the result that it had to be relegated to the scrap-heap long before its time. It started out as a good car, highly polished, and able to glide along without a squeak. But now it shrieks in protest at every bump and its once powerful engine can hardly drag its weary body along. Its first owner was a man who operated on the theory that the more you abuse a car and the less attention you give it, the less trouble it will give you. He was particularly remiss in the matter of providing the machine with proper oil. This gave rise to many ills and was chiefly responsible for its early undoing. As the sad story is transcribed for *Motor* (New York) by David Friedman:

My owner's first mistake was to disregard my manufacturer's warning to drive me no faster than twenty-five miles an hour for the first 500 miles. My bearings were all tightly adjusted, but the surfaces had not worn quite smooth. Mile after mile I was compelled to reel off at a speed in excess of thirty miles an hour, and altho many times I felt myself breaking down under the strain, I could not make my owner realize that he was going to pay the penalty. At times I would overheat. My radiator steamed, and in this manner I obtained a short rest from the heartbreaking grind which I was compelled to undergo.

My bearings were already showing the effect of this abuse, and altho the knocks were hardly audible at 500 miles, the oil in my crank-case was already mixed with sediment and ground-up metal from the bearings. The instruction book that came with me advised emptying this oil after the first 500 miles, and after each 1,000 miles thereafter, but the man who owned me saw no need to undertake what he called a "messy job" and remarked that anyway it was probably a dodge to persuade folks to use more oil and boost the oil business.

During this entire period he had never turned down a grease-cup nor examined the oil level in my transmission-case nor the grease in my differential. He figured that these things were taken care of at the factory and were not up to him. To make matters worse, the oil which he poured into my crank-case was of an inferior quality, too thin for the purpose when subjected to heat, and utterly inadequate for proper lubrication when mixed with the already sediment-laden, broken-down, and diluted oil residue in the case.

It was during the fourth month of my life that my first connecting-rod bearing burned out. The loud thumping at last warned my owner that something was wrong, and he drove me to the service-station, insisting that since he had always

kept the crank-case full of oil, there must have been a flaw in the metal.

He did not say, however, that he had failed to drain out the broken-down oil in the crank-case or that the oil he had added was a "cheap" oil which he had obtained at a low price from a garage that was going out of business.

When my crank-case was dropt, however, after I had traveled less than 2,000 miles, the reason for the burned-out bearing was readily apparent. Sediment had clogged the oil leads so badly that there was hardly any oil passing through and the breakdown had resulted from insufficient lubrication.

Did my owner heed the warning that this incident brought to him? No, indeed. He ranted and raved for a while about "unreliable junk" pawned off under the guise of motor-cars, and kicked at the repair bill because it contained an item of less than two dollars for fresh oil which had been poured into my crank-case at the service-station.

For several months thereafter I managed to keep going without much further trouble, altho I was far from reaching my highest efficiency. One of my cylinders was already slightly scored, several of the piston-rings allowed oil to pass through into the combustion-chamber, and I was beginning to show the certain signs of abuse and neglect. My much-vaunted silence of operation was a thing of the past. Mysterious squeaks were emanating from various parts of my chassis and the ungreased spring bolts were beginning to rattle an accompaniment as I stumbled along.

I was beginning to lose "pick-up" and power and my cylinders would so load up with carbon within a few hundred miles that I clanked with pain when I attempted to climb a moderately steep hill or even speed up on the level. My owner continued to drive me on, blissfully ignorant of the rapid deterioration I was undergoing and determined to get the most out of me with the least of effort expended in care and attention.

Cold weather came on and my tortures increased. He continued to feed me the cheap grade of oil which had brought on my first breakdown. Altho I felt it was not at all suited for winter use, as it congealed rapidly, I could not make my complaints intelligible to him. He would insist on starting me out of the cold garage before I had a chance to warm up my crank-case sufficiently to get the oil feeding properly, and I was in momentary fear of my pistons seizing before the lubricant could reach them.

Lack of lubrication on a cold day did finally cause one of my main bearings to give way under the strain and burn out. This, of course, meant another expensive repair job. Besides the labor required to pull down my entire motor and replace the damaged bearing, much additional time was consumed in turning down on the crank-shaft itself, which had been scored and roughened by the ordeal through which it had passed.

The original owner was now disgusted. His car was in the repair-shop most of the time. He disclaimed all responsibility, however, laying the blame on the manufacturers. The machine's speedometer registered only 4,200 miles, but it had gone through more than many cars that had traveled three times that distance. The owner put it up for sale, after covering up its numerous defects as well as he could. A man finally bought it who thought he was getting a bargain—

While he was no mechanic, it did not take him very long to find out that I had been sadly neglected by my first owner and he tried his best to undo the damage which insufficient and improper lubrication had wrought. He cleaned out my crank-case, and replaced the heavy oil with the proper grade of lubricant. He drained the transmission and differential cases, washing them out thoroughly with kerosene before refilling with fresh lubricant. He dug the hardened grease out of the grease-cups around my chassis, and, in short, did those things, which, if done months before, would have saved me from an untimely end.

I was grateful for the good treatment I was receiving and sought to show my appreciation by running more smoothly and restraining my inclination to return to the repair-shop. Altho the oil was leaking badly by my pistons and I used much more lubricant than I should have done under normal conditions, I acquitted myself creditably on the whole, and gave him fairly satisfactory service in return for the attention he gave me each week. Altho somewhat wheezy and asthmatic on the hills, I managed to carry him through the mountains on a thousand-mile vacation trip and at times he almost forgot that I was not a new car fresh from my maker's hands.

In time, however, my old ailments started to make themselves known again, and I shed tears of mortification from my radiator to think that I could not stand up under the strain of constant driving. The natural wear and tear which I had undergone during this second period in my life was comparatively negligible, but, coupled with the abnormal abuse I had received under my first master, it was sufficient to bring on the symptoms which presage a complete breakdown. First it was a timing-gear that gave way suddenly; then it was a front-wheel bearing; later a pinion in the rear axle housing, and so on, until I became a source of constant expense to my second owner. He had not the means to give me a thorough overhauling, as he would have liked to do, but managed to keep me running until late in the fall of the third year of my life, when he again put me on the market.

By this time I was no longer a new car. My paint and varnish already showed signs of hard service and the groans and squeaks in my anatomy could not be stilled, even with the heaviest oil.

After a winter of waiting and anxiety, I was finally sold, at a very low price to a hackman, who pulled off my touring body, gave me enough of an overhauling to keep me running in a haphazard way and burdened my wabbling wheels with a heavy limousine body which had been built for a much more powerful car of years gone by. I was in a sad plight. A wreck mechanically and my handsome lines ruthlessly destroyed, I felt weary of life and entered upon my new work with a listlessness that brought me many an unkind and harsh word from the chauffeur who resented his "bad luck" in getting me. I don't know how I managed to hold up under the strain, but for months and months I rattled crazily through the city streets, in fair weather and foul, racked and battered in the congested traffic, but always going on and on. Naturally, I spent part of the time in the repair-shop, where a man with diabolical ingenuity managed to patch me up so that I would keep running. I was shimmed and wired and braced and bolted at every point until I felt like a veteran of many wars.

At last, however, I reached the stage where I could not be patched any more. I collapsed one day while making a hurry



This Reo Speed Wagon Fits Every Business

¶ We believe that statement is not merely figuratively but literally true.

¶ We, ourselves, have been astonished at the great range of its usefulness and its great degree of adaptability.

¶ Many lines of business of whose existence we did not even know, have bought Reo Speed Wagons—and then told us of its wonderful work.

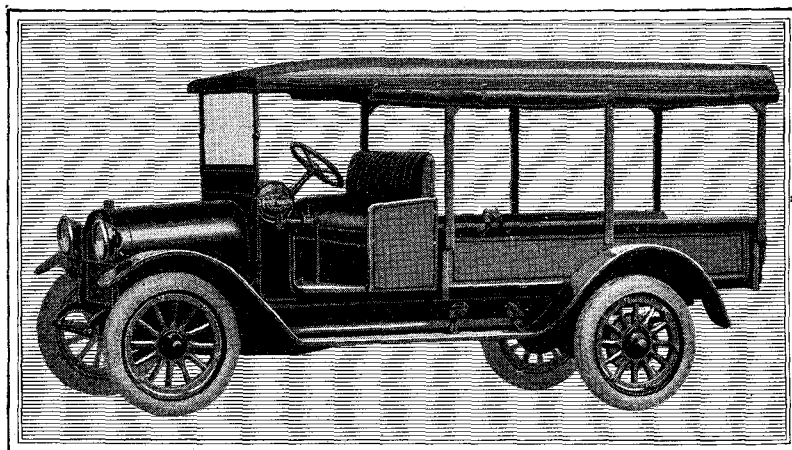
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MOTORING AND AVIATION

Continued

call and felt suddenly that a load had been lifted from my mind. I knew I should never run again and I rejoiced that I had finally earned my well-earned rest.

The hackman did not give me up so easily, however, but towed me back to the garage where my body was taken off and my mechanical parts again inspected. It was hopeless, however, and, in disgust, he replaced my old touring body and shipped me to the scrap-yard after the junkman had condescended to give him a few dollars for the metal I still contained.

My career is now over. I have done my best, but the handicap was too great. Until friction is overcome, motor-cars must be carefully lubricated with the best lubricants obtainable.

The best oil is much cheaper than bearings, and it's one or the other.

I have paid the penalty of neglect, and while I can never be resurrected as a useful vehicle to man, I feel that I could serve a useful purpose if my worn-out parts could be exhibited in a place where all motorists could see, and over them be hung a sign: "This car was a victim of improper and insufficient lubrication. It died long before its time and suffered much. Heed its warning: *Lubricate first.*"

CHICAGO'S FREE-AND-EASY AUTORIDING SYSTEM

THE following fanciful tale purports to be the personal experience of a pedestrian in Chicago during an experiment in promiscuous motor-hospitality supposed to have been conducted by that city's North Side. It is written in what might be called the catch-as-catch-can literary style, which seems entirely appropriate for a story of this kind. The pedestrian in question appears to have been a stranger in Chicago, and he had some trouble at first to comprehend that not only would auto-owners let weary pilgrims ride with them, but that the pilgrims themselves could actually demand rides and get away with it. When the facts finally soaked in, he lost no time in testing the possibilities of the situation, and the results, it seems, induced a mild case of auto-intoxication, so to speak. The narrative is from the pen of Leigh Metcalfe, appears in *Motor* (New York), and reads in part:

it certainly is a wonderful thing—all the people who live on the n. side of town stand in rows along mich boul. and by looking like they wish they had an auto to go home in they stricke the hearts of the autoists wh stop. Of course, ostensibly they is waiting for motor buses, but when a bus does come rattling by it is loaded to the mudguards and no chanet to climb aboard. So the folks on the curb stand by and look miserable and tired and hungry and finely grab a swell ride in a motor car.

then i here two birds alongside me talking. one of them says yessir, i stood here for six whole minutes yesterday and not one spudworth came by—not one! it's an outrage thats what it is you see i like spudworths—the way their carburayter sings. when a spudworth finely did come and i order the owner of the car to stop and give

me a lift i have to get out the next block. he had put in a new carburayter in and it didn't make no hising sound. i must have a hising carburayter and if i ever buy a car of myself (wich he wont) ill have it loaded with hising carburayters.

the people who flip these free rides got the car owners by the neck a man with an automobile dassent call his car his own, in fact every one who drives a boat north is getting to look pure and holey from the inner knowledge that they is doing the community a service it seems to be the unwritten law of the road here and they aint alloud to axcept cash for the favor either but take it as a personl offence if you offer them anything. there is a wealthy millionaire now in the cook co. jail waiting trial for murder. it seems he kilt a man who tried to make him accept a seegar for driving him from the loop to lake forest, a paltry matter of thirty-five miles. well wile i was waiting there comes a little flivver and i thinks to myself well there aint nothing hi tone about me i guess ill get a lift from this chap. so i put up my hand and the flivver come to a stop. The driver hops down from his seat on high and hands me his card. here he says with a rather wain smile climb in and just mail the old boat back as soon as you get through with it. I wonder can I ketch a street-car around here? Well when i come to he was still standing there so i says ime much obliged old fellow but i dont know how to drive. well says he i might hire a schaffer for you but im in a hurry and am due to marry my wife at three bells its now five minutes of three. Of course i might postpone the event but you know how ladies is about their wedding day. Well i says, i might ride over with you and then after its all over you and your bride could drive me around to Wilsoon av. as he didnt seem to inthuse over the suggestion i told him to beat it as i didnt have time to stay for the nuptuls anyway.

Finely a man stops in a Puikun and I hops in before we can start an argument. Im going to Wilsson and Sheridan says I nice and polite. Well Im bound for the west side he says but i guess i can run you up there first. O dont bother says I settling down comfterbly in the seat.

we got to Wilsson av. in short order and i hurried through my business for I could hardly wait to get back to the boul. and flip a swell ride back down town.

this time i decides to pick a swell car and so i let fifteen or twenty middel size ones and a lot of chicken feed slip by without my hand going up. well after a while along spins a mormon and i raises my hand in a gentle but commanding fashun and the car comes to a sudden stop. the lady driving it says in a soft voice, im sorry sir, but i dont know whether i can accomodate you or not. you see my husband has just been took down with blind staggers and there he lays in the back tonnow. were on the way to the hosp. and what with a nurse in front here i dont know. well i studied the matter a spell. I had my mind set on a mormon says I to the lady, looking for signs of weakening. mebbe we could pile your old man into some other automobile, as i guess he's too far gone to care what kind of car he rides in says I. Perhaps she says. Just then the old gent lifts his head and says with a coarse grunt, perhaps it would be better if I should kick the bucket right here and then you could toss me off at the nearest undertaking establishment. No says I, i wouldn't want you to do that. it would rest on my mind all afternoon. Well then, says the lady,

studying hard, perhaps we could let you set over on the other side of my old man. Hes right stout but by laying on his side mebbe you could squeeze in. Agin the old man grunts, perhaps your grandmother. Dont pay no attention to him, says his wife, he aint hisself pore dear! well I am so set on a mormon to get me back to town that I climbs in. It is mighty stuffy and I cant say i enjoy the ride so much. the old gent is peevish and doesnt try a bit to make me comfterble. But the car rides like a canoe and when i reach the loop i get out and the lady thanks me real sweet like for my patience. O thats alright madam i says kindly. only i hope i didn't ketch the blind staggers from your old man. I hope to pete you did said the old man with another coarse grunt. And as i stept into the ottomat for luncheon i says to myself, that there should be a law against people toting anyone ladden with desease in cars on the open bouls its a outrage, ill say.

next time Im in chi. sir, im gonna call a cop if necessary to get a comfortable ride out n.

AN ENGLISH EMERGENCY SYSTEM FOR MOTORISTS

IN connection with the efforts now being made in this country to increase the safety of the use of automobiles, perhaps some hints might be borrowed from England. The Automobile and Motor Union of that country, affiliated with our own A. A. A., has inaugurated a number of innovations calculated not only to make motoring more safe but to furnish first aid to motorists in case of emergency. The system includes patrols in busy places to regulate traffic, portable miniature machine-shops, telephone-booths for motorists, and underground gasoline supply tanks. Francis Miltoun describes the new service in *Motor* (New York) as follows:

The bicycle and foot patrols, at busy crossroads of the countryside, and at the bottle-necks in and out of the big towns, serve, in a way—a much better way even than the local police force—to regulate the traffic. These patrols, including those on bicycles, on motor-cycles, and in automobiles, cover twenty thousand miles of the main roads of England. Due to the ingenuity of Major Stenson Cooke, the secretary of the organization, so well remembered by all American tourists before the war, these patrols have been welded into the semblance of a military organization, many of them to-day being old soldiers, or, rather, young soldiers, veterans of the Great War. Many also are members of the St. John's Hospital Corps, for which qualification they get extra pay as being certified first-aid specialists of unquestioned value as to their services in case of accident.

Another feature of the new services is the establishment of a fleet of first-aid side-car machine-shops, so to put it. These miniature garages on wheels at all times can furnish a two-gallon supply of gas which will enable one who has run out on the road to get to the next town where he may fill up.

Still another feature are the telephone-booths, some guarded by patrols on "point duty" and others closed by key which all members may have a duplicate of. These booths are connected with the national telephone lines and may be used for ordering hotel accommodations in advance, gar-



The traveler who is distinguished by the possession of a Hartmann Wardrobe Trunk, receives the consideration accorded those accustomed to and commanding the most considerate service.

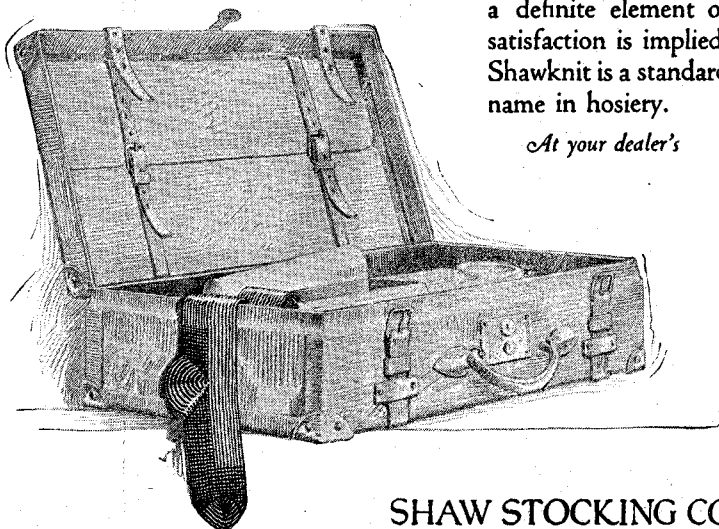
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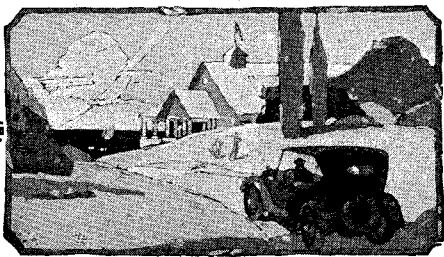
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New **STROMBERG** Does it!
CARBURETOR

MOToring AND AVIATION

Continued

age calls, or what not. All is free to members, who pay two pounds a year for membership or in the case of American members a like sum, of which half goes to the A. A. A. and the remainder to the English organization, now numbering of itself 106,000 members, all of whom have the right to wear the A. A. and M. U. badge on their cap.

A greater innovation still is the establishment of the first public underground gas-tank, midway on the Bath Road from London to the west coast watering-place, near the village of Aldermanston, but absolutely isolated near a crossroads with scarcely a house in sight in either direction. If one happens to need gas in this neighborhood he likely needs it badly, hence the great utility of this first public-service station erected by the A. A. and M. U. to be followed with others as occasion may make known the need. The work is a big one and will be carried out with the same efficient attention to detail which has made automobile touring in Old England the pleasure that it is.

HOW GASOLINE DRIES AWAY

OUR noses tell us that gasoline evaporates easily, yet the information that 300,000,000 gallons of it dries away annually between the wells and the refineries is something of a surprise. This amount, we are told by a contributor to *The Universal Engineer* (New York), is only about half the total loss from evaporation, and of this total fully half is preventable. With the cooperation of the United States Bureau of Mines, the writer goes on to say, the oil companies are awakening to the losses of gasoline and are taking active steps to save that which formerly escaped into the air and benefited no one. We read:

"While engineers, chemists, and automobile men throughout the country have been bending their best efforts toward developing some liquid fuel as a substitute for gasoline to meet the ever-increasing demands of the fast-growing automotive industry, the United States Bureau of Mines comes forward with the declaration that the entirely preventive losses in the evaporation of gasoline from crude petroleum from the time the petroleum leaves the wells until it arrives at the refineries reaches a total of more than 300,000,000 gallons each year, or sufficient to keep 1,200,000 automobiles in commission for a year if each car uses 250 gallons of gasoline.

"These, according to reports received, are merely the preventive losses from evaporation alone and do not take into consideration other losses, many of which in part may be avoided. The total loss from evaporation amounts to more than 600,000,000 gallons of gasoline for the country, according to the investigations of the bureau, which has calculated that one-half of this, or 300,000,000 gallons of gasoline, may be saved.

"The worst feature to this is the fact that the gasoline wasted is the most volatile and consequently the best quality gasoline.

"The bureau will issue, shortly, careful directions to the oil men as to how this deplorable situation may be remedied. It is estimated by the bureau that the 600,000,000 gallons of gasoline lost through

evaporation each year is worth as a national asset about \$150,000,000.

"J. O. Lewis, petroleum technologist of the bureau, in his statement on these losses, says: 'At a time when there exists so much apprehension in regard to the gasoline situation, it is comforting to learn of any ways in which the supply may be increased. In an intensive effort to find ways of increasing and improving the quality of gasoline, the Bureau of Mines has made an investigation of the losses of gasoline by evaporation from the crude oil in the field. Extensive experiments and investigations in the principal fields have disclosed that a great quantity of the gasoline now escapes into the air. This can be conservatively estimated at about 20 per cent. of the gasoline in the crude oil. Furthermore, probably half of this, at least, can be economically recovered, and this quantity will not only increase our supply but improve its quality somewhat.

"From the time that the crude oil reaches the surface of the ground at the well, the oil passes through a series of tanks and pipe lines until it reaches the refinery, sometimes thousands of miles away. In the course of its journey the oil is exposed to sun and air, and the gasoline, being very volatile, vaporizes and escapes into the atmosphere. Altho it has been generally known that such losses occur, no one, up to the present time, has called attention to their magnitude. The methods of handling crude oil in the field have grown up from the time when gasoline was a drug on the market, and there was consequently no incentive for conserving it. Until recently no one stopt to consider whether the methods devised for conditions twenty and thirty years ago were still satisfactory for to-day."

A NEW INVENTION THAT PROMISES THE FIRE-PROOF AIRPLANE

FIRE, not a fall, is the airman's greatest fear, say veteran fliers. The advance of aircraft construction during the war has produced machines in which pilots to-day fly right through "air-pockets," "holes in the air," "vacuums," and other former atmospheric terrors without batting an eye. But elimination of the fire danger was not in sight until a short time ago when Parker H. Bradley, of Nutley, N. J., invented a variety of fire-proof paint and "dope" which, so it is claimed, render airplanes fire-proof. It does not appear that this claim has as yet been fully substantiated, however. Many airmen are from Missouri and desire to be "shown" more convincing proofs of the new invention's efficacy before they will believe that the flier's fire problem actually has been solved, in spite of some spectacular tests recently in which a machine treated with the fire-proof mixtures came out unscathed. It seems that Bradley's attention was turned to seeking a means for making airplanes fire-proof by numerous newspaper accounts of airplanes "shot down in flames" during the war. He resolved to find some way to eliminate the phrase "in flames" from the aviation reports. Other men had worked on the same problem and failed. Bradley also failed many times at first. Aviation experts believed that the fire-proof plane would ultimately be one of all metal con-

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Prices in U. S. A., complete with 8-foot cord, plug and socket.
Brush Brass finished, \$5.75; Statuary Bronze or Nickel finish, \$6.25. Far Western prices, 25c per lamp higher.



Adjusto-Lite

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MOToring AND AVIATION

Continued

struction. Bradley was the inventor of several kinds of fabrics, and as a result of experience gained in working out formulas for artificial leathers, rubbers, and other material, he was led to seek a substance designed to make inflammable material non-inflammable. He finally evolved a secret fire-proofing compound which seemed to answer the purpose. This was made the base of his fire-proof paint and dope, the latter being a substance supplied to the fabric of the wings, fuselage, and control surfaces of an airplane to stretch them tight after they have been sewn over the framework. Of the tests made with a machine treated with this compound after it was finally perfected, we read as follows in an article by Harold M. Weeks, appearing in the *New York Evening Post*:

The first airplane which he treated with these fireproof compounds was a Springfield Aircraft Corporation model JN4D2, a typical training plane composed of inflammable materials. The fire-proof test committee of the American Flying Club examined the plane, its gasoline tank, and fire-proof pilot's suit, and the following account of the manner of protecting the plane and the tests to which it was subjected is based on this committee's report.

All of the woodwork was painted with the fire-proof paint over previously finished surfaces and was not absorbed by the wood fibers. The covering of the wings and the control surfaces was Grade A mercerized cotton and of the fuselage Grade B linen. The wings and control surfaces were painted with three coats of fire-proof dope and three coats of fire-proof paint. The fuselage had four coats of the fire-proof dope.

"The wings had a unique feature, consisting of an inner covering under the upper surfaces. This cloth was put on the wings before the upper cap strips of the ribs were fastened in place. The object of the inner skin was to give the wings double protection against fire and deterioration."

Instead of the regular gas-tank Mr. Bradley substituted one of his own design, in which the cylinder was overlaid with one-fourth inch of compressed rubber similar to that used by the French to fire-proof certain of their airplane tanks during the war. This rubber was under pressure from the outer coverings so that when a bullet was shot through the tank the rubber squeezed in and stopped up the hole. As the vapor in the top of the gasoline tank is very dense it is asserted that there is not enough oxygen in it to cause it to take fire or explode even tho an incendiary bullet passed through it. Pilots who flew the French Salmson machine, which had such protection, said that flaming bullets had entered their gas-tanks without causing fire. The rubber of the Bradley tank was covered with a layer of felt, which was painted with five coats of the fire-proof paint. The object of the felt was to make the tank heat-proof as well as fire-proof.

The Flying Club Committee tested this machine by spraying the inside and outside of the fuselage and the surfaces of the wings and tail with gasoline and igniting it. They reported that:

"Neither the cloth nor the woodwork was affected by the flames, other than a

few blisters on the struts, due to an outer covering of spar varnish."

They then made a second test by attaching flaming torches made of waste soaked in gasoline to the wings, and having Hugh Campbell and Charles Kerwood fly the machine through the air. The committee reported that:

"The torches made large flames and continued to burn with intense heat while the machine was in the air. There were no indications of fire when the plane was inspected after landing other than a little spot on the under surface of the upper wing and the few blisters previously noted."

Tests were also made of a fire-proof suit for the pilot. This outfit consisted of a ponderous suit of fire-proof felt and asbestos and an aluminum and fire-proof felt helmet with double windows of mica. It was tested independently of the plane, and altho completely doused with gasoline and ignited while the pilot was wearing it, neither the suit nor the pilot appeared to be harmed.

An even more spectacular test of the plane was made at Hazelhurst Field, Mineola, L. I., when large quantities of magnesium fireworks were wired to all the surfaces and ignited by an electric switch while the pilot was in the air. The test was made at night, and for almost an hour the machine flew through the air streaming a great trail of fire like some huge comet, finally landing with no other aid than the light of the mirror-backed magnesium torches on the landing gear.

Those inclined to be skeptical about Mr. Bradley's invention recall "unsinkable" boats now resting on the floor of the ocean and "fire-proof" buildings that have been wrecked by fire. They reason thus:

Mr. Bradley's airplane may be fire-proof, but it has inflammable material in it. It has a tank, and that tank contains gasoline—gasoline which, when once ignited, might blow the plane and pilot to smithereens. It is asserted that the tank is fire-proof and crash-proof. The crash-proof claim is based on tests made at the factory, where it was said the same tank used in the aerial experiments was repeatedly dropt from a four-story window without showing signs of leakage. But dropping an airplane gas-tank from a factory window is not the same test as having the engine come smashing into it when the plane crashes. More than one man has lived through a crash that smashed the gas-tank flat, but these were lucky cases and the gas did not ignite. When planes fire-proofed by the Bradley process have passed through several such accidents as the one which recently befell an all-metal plane, the gas-tank of which took fire when it crashed, the claim for a fire-proof airplane will be more firmly grounded.

It is claimed that the Bradley dope and paint possess heat-resisting qualities as well as being fire-proof; that they will protect the wood surfaces beneath it. It is yet to be proved that the fire-proofing and heat-proofing qualities of the new compound are equal to protecting the wooden framework of a plane from intense heat of long duration, such as might occur when waste oil and gas from the engine took fire and burned on the wooden structure near the engine.

Mr. Bradley has said he would advise that in fire-proofing other planes the woodwork itself be impregnated with the fire-proof compounds instead of merely applying them after the wood has been finished in the ordinary manner.



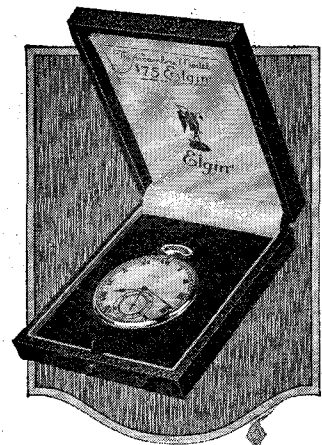
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FROM Italian cathedral to English pig-sty! A mere pig's bristle spanned almost a century in the development of time-meters.

Galileo's pendulum, suggested by the swinging lamp at Pisa, was applied to clocks by Dr. Hooke of England. But how to adapt this principle to *portable* clocks, or "watches," was a puzzle that long baffled both Hooke and Huygens. Late in the seventeenth century they contrived to use a short, stiff spring to stabilize the swing of the balance-wheel. Bent back and forth by the balance, it vibrated like a tiny pendulum—and its humble origin was the back of a squealing, protesting porker!

The pig's bristle—crude forerunner of the modern hair-spring—served in this important capacity for years. As watches improved in accuracy, minutes took on a new meaning; and before the century was over, the minute hand had been added—just as we find it on those marvelous timepieces of our day—

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SCIENCE • AND • INVENTION • CONTINUED

SOLID TIRES OR PNEUMATICS?

MOTOR-TRUCKS of intermediate size are the only vehicles practically affected by this question. On the pleasure car the pneumatic reigns supreme, despite the vexatious delays due to punctures and blow-outs. S. V. Norton, of the Goodrich Rubber Company, Akron, Ohio, who discusses this question in *The American Exporter* (New York), says that present usage favors pneumatics even on trucks, when they are below 1½ tons capacity. Above 3½ tons, the solid is preferred. Between these two limits there is room for discussion. Mr. Norton seems to think that each truck-owner will have to apply his reasoning powers to the factors that govern in his particular case. Pneumatics negotiate rough or soft roads better; they may in some cases favor speed; in long-distance hauling they save time. On the other hand, solid tires require no pumping and they give continuous service, without laying off for repairs. There is a tendency, the writer tells us, to use pneumatics on the front wheels and solids on the rear ones. Writes Mr. Norton:

"In order to find out why pneumatics were used, I asked several hundred motor-truck and tire salesmen as well as truck-operators throughout the United States to state what they considered was their chief advantage in this debatable field. The following reasons were given, with the percentage of replies for each: Greater traction, 40 per cent.; more cushioning, 28 per cent.; higher speed, 21 per cent.; lower repair bills, 5 per cent.; saving in gasoline, 4 per cent.; more work possible, 2 per cent.

"Other reasons were given for the use of pneumatic tires, but they were thought to be of secondary importance. They were: less breakage of load, reduced fatigue of drive, less depreciation of truck, reduced depreciation of road adaptability of truck to farm use, lighter-weight trucks possible, and increased earning power.

"The factors bearing on the problem may be divided into (1) the engineering aspects involved; (2) the practical operating features encountered by the driver, and (3) the features of tire service in the community in which the truck is running.

"In taking up the engineering aspects I speak frankly as a layman and not as a truck engineer. Before changing tire equipment from solids to pneumatics the operator should realize that in order to gain certain possible advantages he must face other definite disadvantages. In the first place he will have to cut down the wheels of the truck. Also, the larger sectional diameter of pneumatic tires will affect the steering clearance, and the truck will be unable to turn in as short a radius as it did on solid tires.

"As the larger diameter of pneumatic tires will affect the gear reduction the mechanical ability of the truck will be affected. If the change is made, will the truck be able to 'make the grade'? Will it materially affect the pay-load capacity of the truck? Will it reduce the ability to operate trailers? What will be the effect on the engine?

"The increased maximum speed due to the larger diameter of the pneumatic tires will be relatively slight provided the engine is governed to run at the same speed as formerly.

"Additional speed calls for greater braking ability. The question for the truck-owner to decide before making the change is whether the truck can be equipped with brakes having much larger capacity, and if not whether it will pay to take the chance.

"Of no less moment is the question of air supply. Since pneumatic tires require from 90 to 160 pounds inflation pressure hand pumping is out of the question and power-driven pump on the truck or close at hand becomes a necessity.

"Let us now look at practical operating features.

"Broadly speaking, the efficiency of a truck depends upon the amount of time or money, or both, that it saves for the shipper.

"The factors affecting time are: distance of hauls, traffic congestion, speed of delivery, regularity of delivery, condition of roads (effect on speed of truck), number of trips per day, time out for repairs, etc.

"The factors affecting money are: amount of pay-load and overload; condition of roads (effect on tires and truck), number of trips per day, cost of operation, cost of up-keep, and cost of substitute equipment.

"In what way does the tire equipment bear on these factors?

If the operator is engaged in long-distance hauling with relatively few stops, pneumatic tires will almost invariably save running time, due to the fact that they absorb the road shocks so much more easily than solids.

"Up to the present, however, comparatively few trucks are engaged in long-distance hauling. The great majority of trucks operate in cities where they can not possibly obtain a speed of over ten miles an hour. For such speeds there can be no possible saving in time which would offset the extra cost of running on pneumatic tires.

"The condition of road surface has a very important bearing on the time element. Under certain circumstances the increased traction afforded by the heavy-duty pneumatic makes it possible to operate the truck, while if it is equipped with solids it can not be driven at all, particularly in rural districts."

"An important factor in the time element is the number of hours the truck is laid up for repair. Barring defective material or workmanship, solid tires give uninterrupted service until worn down. They can then be replaced without serious loss of time.

Owing to the comparative vulnerability of pneumatic tires, they are far more likely to require time out for repairs and replacements. He continues:

"There is a well-nigh universal tendency to overload trucks. There seems to be no doubt that solid tires will not only carry heavier overloads, but will last longer in such service.

"Closely allied to the cost of overloading pneumatic tires is that of under-infla-

tion. The constant and extreme flexing caused by overloading has a tendency to weaken the side-wall, making it much more likely to fail in service. While solid tires are not invulnerable they can stand more abuse and are less expensive to maintain in working condition.

"When the earning capacity of the truck concerned is judged by the number of trips per day, the advantage seems to lie with pneumatic equipment provided the runs are long enough and not restricted by such factors as traffic congestion and delay at terminals.

"As I suggested before, there are certain conditions under which trucks on pneumatics can make trips when those on solids can not be operated. Hence, their earning capacity is just so much greater. It has been noted that trucks on pneumatics not only negotiate the unpaved roadways more easily, but do less damage than those on solids, and hence are looked upon with more favor by the farmers they serve.

Let us now see what the operator faces in so far as tire service is concerned. By far the most serious and difficult phase of giving service with heavy-duty pneumatics is connected with the repair. Pneumatic truck tires are subject to injuries, cuts, and damages generally of such a nature that they can not be repaired except at the factory where they are made or in a few cities at a factory branch. Moreover, repaired casings frequently deliver but small mileage due to the over cure of the joined portions. No doubt this feature will ultimately be corrected. The tread seems to give less trouble than the side-walls, which are more susceptible to rut wear and overloading abuses.

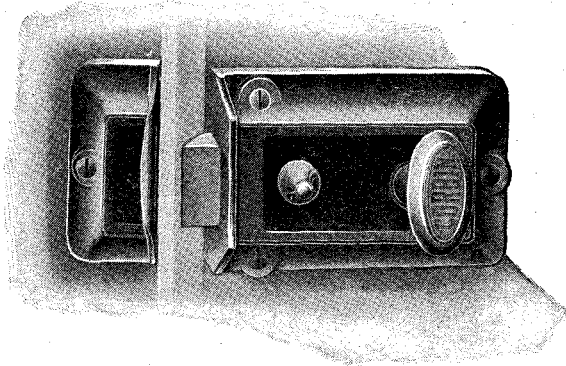
"One of the most interesting significant developments which I have noticed in studying this subject, however, is the growing tendency among truck-operators to use pneumatic tires on front wheels where the need for protection from vibration is the greatest, and solids on the rear to carry the burden of the load. This practice has much to commend it and should steadily grow in favor."

ALCOHOLISM FOR TEETOTALERS

THE distressing after-effects of alcohol have been stoically borne by many a victim for the sake of a few hours of stimulation. But how sad the lot of him who is doomed to suffer from alcoholism without having taken a single drop of any alcoholic drink! That we may carry about our own breweries inside us, the alcohol originating within the body by intestinal fermentation and that disorders identical with alcoholism may thus be caused, is asserted by Dr. Jules Goldschmidt, of Paris, in an article printed in *The Medical Review of Reviews*. The principal aim of his article, Dr. Goldschmidt tells us, is to explain satisfactorily the origin of symptoms, ordinarily due to alcohol, in cases where the patient has never indulged in wine, beer, or liquor, nor has inherited or acquired syphilis or rheumatism, the two most frequent causes of arteriosclerosis. Such cases, he assures us, are not at all rare. He continues:

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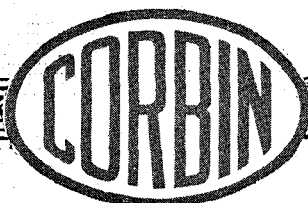
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SCIENCE AND INVENTION

Continued

"My investigations have led me to the conclusion that whenever such degeneration has occurred in avowedly abstemious and not otherwise infected persons, it has been caused by alcohol originating in the patient's system. This may at first sight seem fantastic, but it is easily proved. Fermentation, as everybody knows, means the dissolution of a saccharin substance into carbonic acid and alcohol. The process is not a purely chemical one, but is also biological. A living organism, the yeast cell, feeds on the sugar and secretes, as the result of its own life, both the carbonic acid and the alcohol. Yeast-cells pullulate abundantly in the intestines, especially in the colon. Immediately after birth the child fills the intestinal tract with air by respiration and deglutition; soon afterward we find in the intestinal gases expelled by the infant, besides atmospheric gas, carbonic acid, the product of milk-sugar fermentation. Yeast-cells are ubiquitous and combined in our atmosphere up to very high altitudes. The fermentation increases with advancing years, when with ordinary food, especially with bread, great quantities of fermenting cells enter into the organism daily. The alcohol is absorbed. Notwithstanding its minimal quantity, its action often becomes, in the course of a lifetime, deleterious, the more so as we know that all chemical action and reaction in the nascent state is more powerful than the one of already formed substances. Besides the bodily complaints, we meet in such cases an unsound mind, which we generally designate as hypochondria or hysterical. We too often confound cause and effect and accuse the diseased mind of originating the intestinal troubles, when the contrary is the fact.

"The effect of alcohol being constantly produced in the human body is another instance of an apparently insignificant but constant force, becoming in time very appreciable and at last destructive. The drop wears away the stone.

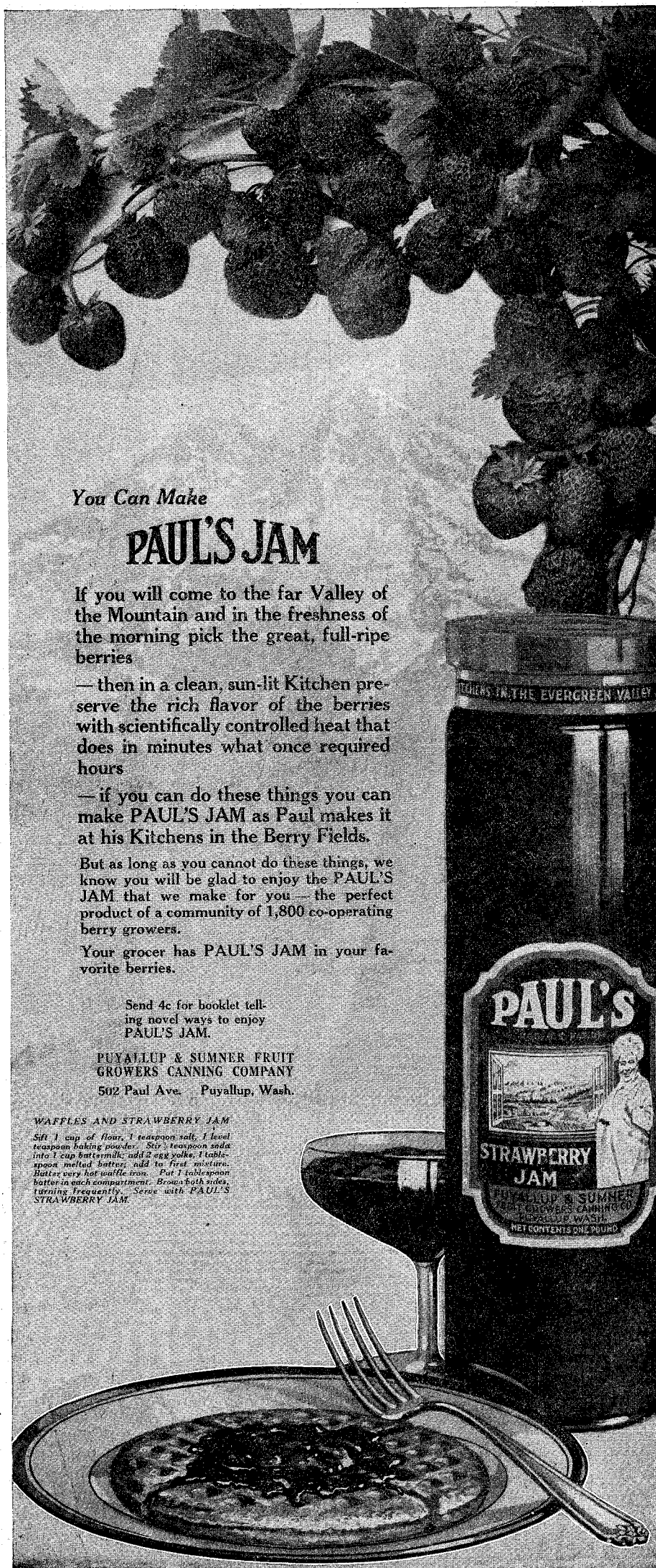
"Having diagnosed the evil, we should endeavor to find its cure. Ordinary alcoholism once firmly established is not curable, tho it may be alleviated by rigorously abstemious diet. It is the task of the nation to suppress the consumption of strong liquors without curtailing the enjoyment of light wines and beers. But how shall we deal with the havoc that nature insidiously works on humanity by internally brewed alcohol. Simply by choking fermentation and not allowing it to grow to dangerous proportions. Heat quickly destroys all fermentable cells. Sufferers from flatulence should therefore abstain from all raw food and eat or drink only sterilized aliments, which means that all food, solid or liquid, has to pass through heat at the boiling-point. Overindulgence in sweet dishes should be avoided, fresh bread should be toasted in order to kill the numerous living yeast-cells.

"My exposition of this—let me call it—natural alcoholic poisoning of the organism is not meant to diminish our endeavor to eradicate the abuse of strong intoxicating liquors under pretense that nature itself wills the evil. Nature is cruel to organized creatures, all of which are doomed to perish sooner or later. It is for science to oppose the destructive powers of nature, which like Saturn, devours her own children. Victory over vice and disease will one day offer him the crown of perfection.

THE CHILD-FEEDING FUND

(Continued from page 21)

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— then in a clean, sun-lit Kitchen preserve the rich flavor of the berries with scientifically controlled heat that does in minutes what once required hours

— if you can do these things you can make PAUL'S JAM as Paul makes it at his Kitchens in the Berry Fields.

But as long as you cannot do these things, we know you will be glad to enjoy the PAUL'S JAM that we make for you—the perfect product of a community of 1,800 co-operating berry growers.

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Send 4c for booklet telling novel ways to enjoy PAUL'S JAM.

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 502 Paul Ave. Puyallup, Wash.

WAFFLES AND STRAWBERRY JAM
 Sift 1 cup of flour, 1 teaspoon salt, 1 level teaspoon baking powder. Beat 1 egg yolk into 1 cup buttermilk, add 2 egg yolks. 1 tablespoon melted butter, add to first mixture. Beat very hot waffle iron. Put 1 tablespoon batter in each compartment. Brown both sides, turning frequently. Serve with PAUL'S STRAWBERRY JAM.

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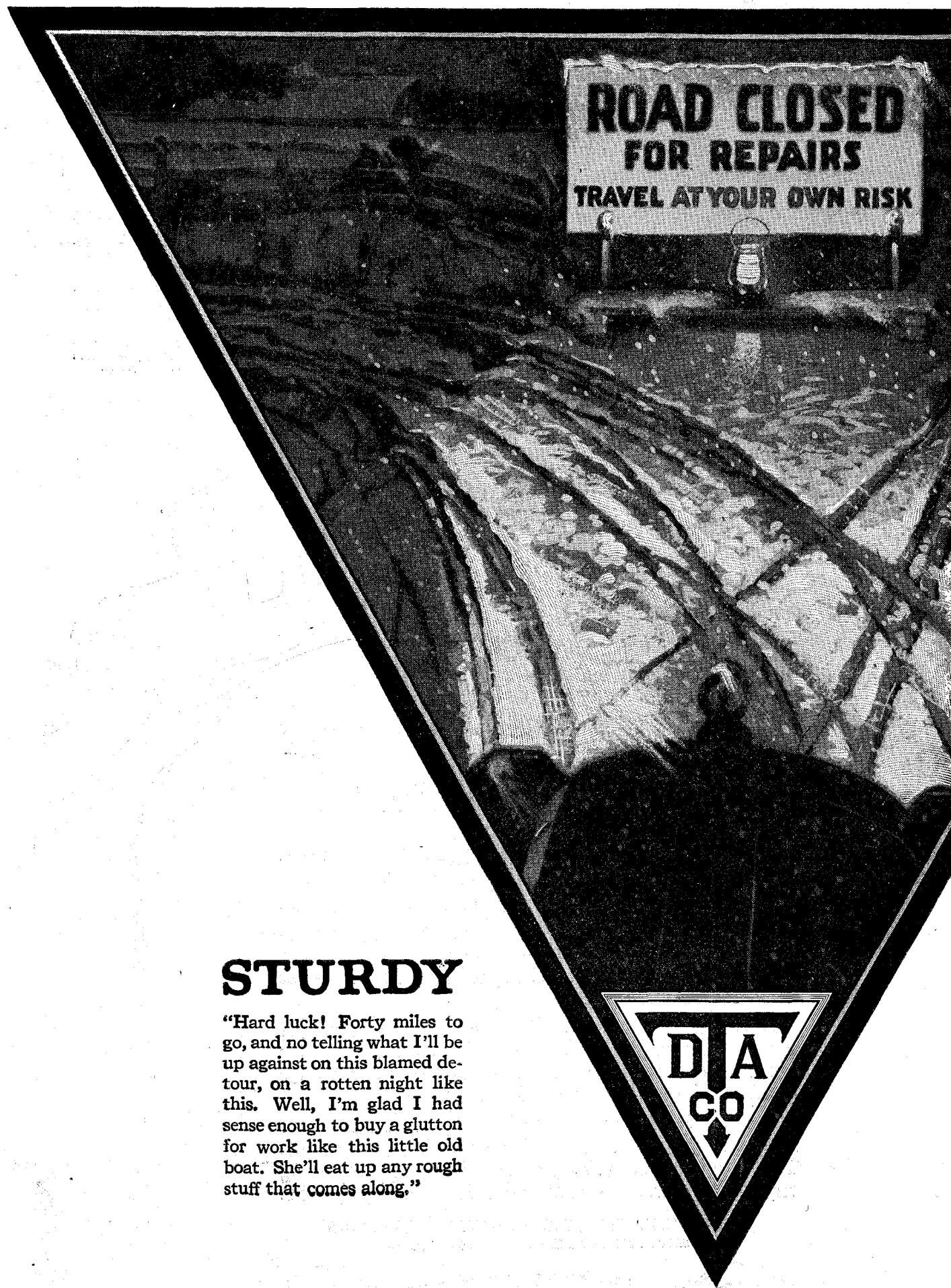
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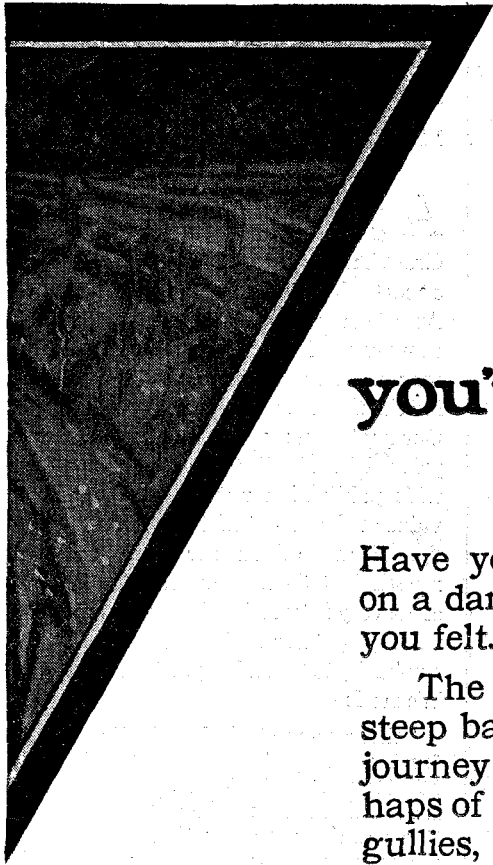
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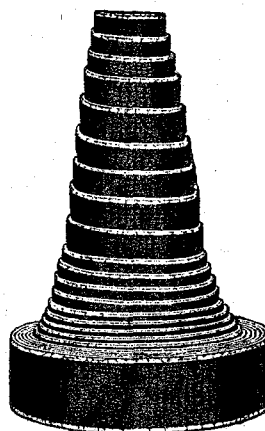
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SCIENCE AND INVENTION

Continued

BRITISH AND AMERICAN RAILROADS COMPARED

A NEW system of railway-operating statistics recently put in force in Great Britain by act of Parliament gives an opportunity for direct comparison with American railroads. Such a statistical comparison has been prepared by the Bureau of Railway Economics in Washington for the first six months of the current year. Our quotations are derived from an abstract printed in *The Railway Age* (New York). This publication notes that the practical value of the new statistics will be greater as figures are added for each succeeding month, but those now available bring out some very interesting differences in the two railway systems in freight charges, size of car-loads, tons hauled per train, and so on. We read:

"The average train-load in Great Britain for the six months to June 20, 1920, was 150 tons, while that for the United States for the six months to June 30 was 710 tons. Some critics may say that operating conditions, as well as geographical conditions in the United States and England, are so different that comparisons of train- or car-loading are not only useless but absolutely misleading. Yet a direct comparison, designed merely to set out the differences in sharp detail, must have some value, especially when all other factors in the comparison are taken into account. The average freight-train load in the United States for the decades since 1888 has been as follows:

1888	176
1898	226
1908	352
1918	628
1920 (Six months)	710

"The foregoing figures present a luminous historical fact as to increased train-loading results attained by the railways of the United States. Every decade from the very first has shown marked advance.

"To speak of the American train-load of 710 tons is to talk in terms only of an average and conveys no idea of the size of the heaviest freight-trains in this country. It is not exceptional for a locomotive in the United States to haul three or four thousand tons, and in the case of iron ore coming down from the mines at Duluth, engines have handled as much as 7,500 tons of gross load on one train. This may be said to represent the maximum train-load in the United States, while in England the heaviest gross train-loads run up to 1,500 tons and these are very exceptional.

"The average gross receipts per ton-mile in England for the month of January, 1920, was 2.328 cents, and was increased to 2.972 cents in the month of June, 1920. The increase was due to the higher level of freight-rates made effective on January 1, 1920.

"The average receipts per ton-mile for Class I roads in the United States, which correspond to the British averages, exclusive of collection and delivery charges, was 0.972 cent for the six months to June 30, 1920.

"Any comparison of freight charges in England with those in America would be misleading, unless distances are shown at the same time. The average length of haul

for all freight in Great Britain for the six months ending June 20, 1920, was 57 miles, while that for general merchandise alone was 91 miles. The average haul for all freight in the United States for the six months ending June 30, 1920, approximated 316 miles. It is readily seen that England is at a disadvantage in having shorter hauling distances than those in the United States. In fact, the average length of haul in England is practically as short as that of any other country in the world. In view of the fact that heavy terminal costs are included as a fixed figure in long and short-distance traffic alike, England must either increase her long-distance traffic in order to increase her railway revenues, or (barring great development along that line, because of geographical or traffic conditions) reduce terminal costs, if her railway charges per ton-mile are to return to anything like prewar levels.

"British roads for the six months hauled a total of 10,364,679,852 tons one mile. Their freight-cars ran 2,388,281,135 miles, with an average of 34.68 cars per train. Of these 34.68 cars, an average of 27.57 were loaded and 10.11 were empty, the proportion of loaded cars per train being 70.8 per cent. In the United States, Class I roads for the six months ending June 30, 1920, hauled 207,281,000,000 tons one mile, with a car performance of 10,305,601,000 car-miles. The average number of cars per train was 36, which is practically the same as in England.

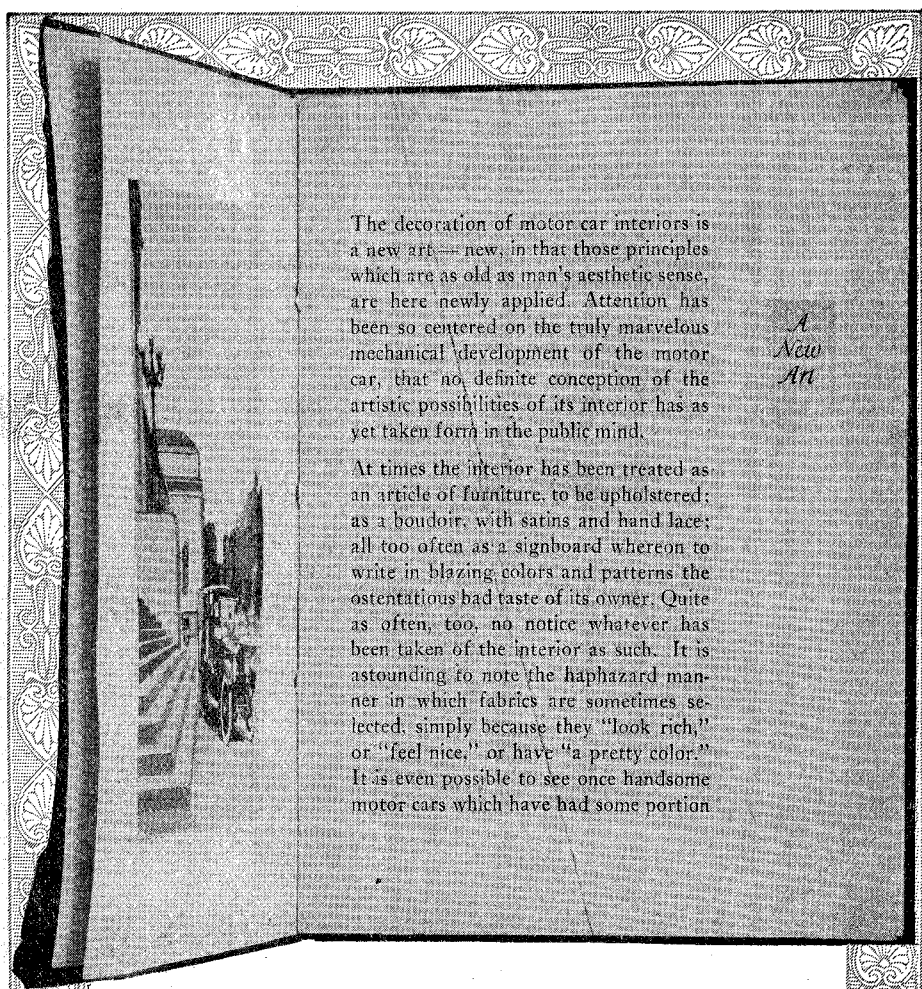
In England, for the six months, the average number of miles per car per day was 10.63 miles. In the United States the number of miles per car per day was 23.

"The 207,281,000,000 ton-miles, including non-revenue freight, hauled by the Class I railways in the United States for the six months ending June, 1920, were carried by an average train consisting of 36 cars averaging 20 tons each. If the railways in the United States had used British cars, which have an average load of 6 tons, in moving the tonnage quoted above they would have moved trains consisting of 120 cars, or more than three times the number of cars per train. In view of the present car-shortage in the United States, this necessity for more than three times the number of cars for a given amount of traffic would clearly have tied up our railway traffic in a congestion such as the United States never has experienced even in its most congested periods.

"In hauling the 207,281,000,000 ton-miles of freight during the six months' period, Class I railways in the United States operated 252,540,000 freight-train-miles, i.e., in train-loads of 710 tons. Applying the British train-load of 150 tons to the ton-mileage hauled in the United States, the railways in the United States would have been forced to operate 1,195,356,000 train-miles, or nearly five times as many train-miles as the number actually needed under American operating conditions.

"The estimated length of haul in the United States for the six months was 316 miles. The average length of haul for the British railways for the same period was 57 miles. If the average haul of the British railways had been in effect in the United States, American freight would have been interchanged 5.54 times as often as it was. The consequent loss in efficiency, increase in cost, and delays in handling the freight business are almost incalculable.

"In other words, if railways in the United States had carried their freight at the rate per mile charged by the British railways, they would have earned \$3,600,000,000 more."



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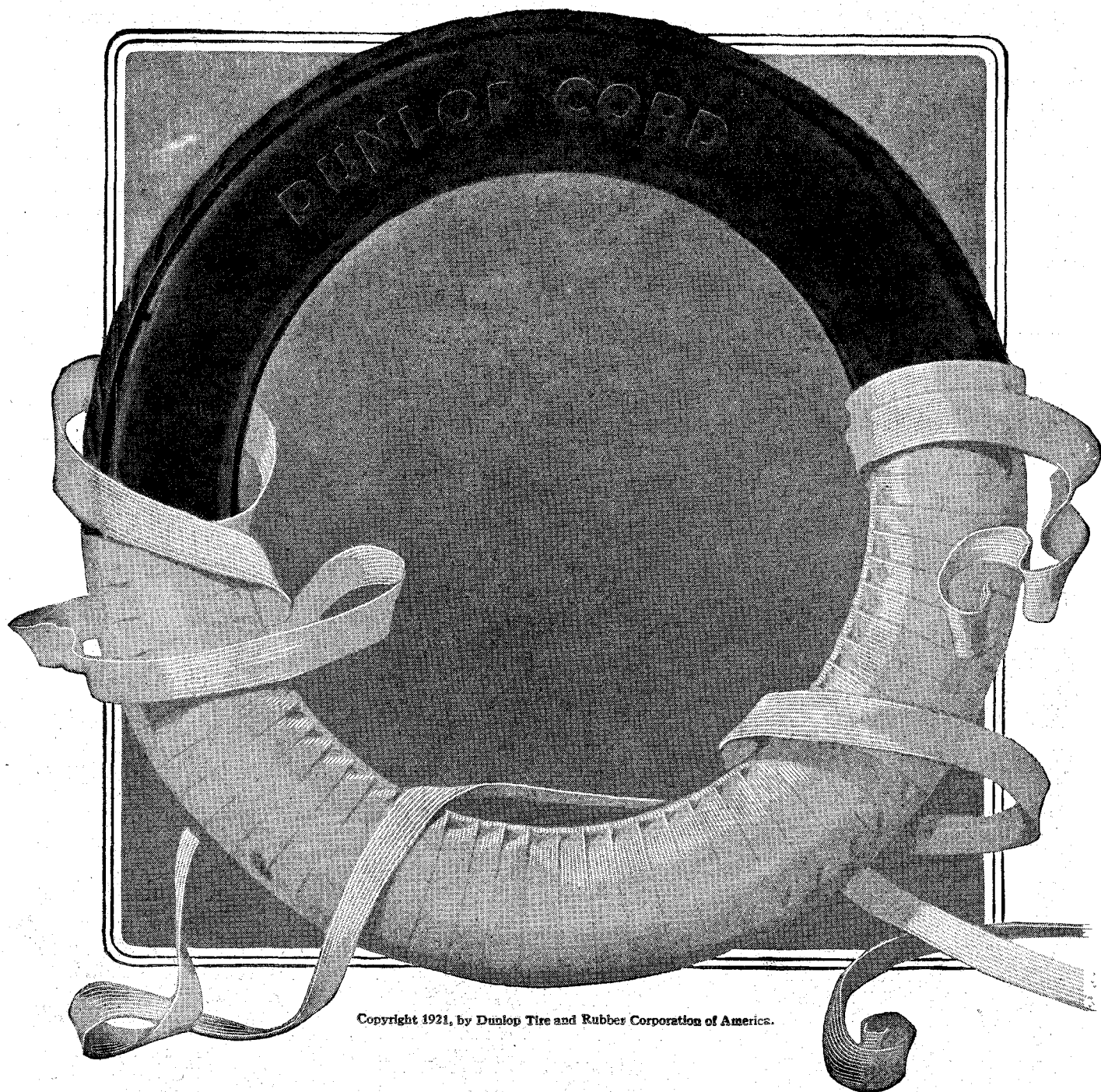
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(Continued on page 94)

CIRCLING



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DUN

THE GLOBE

Go into the great cities or out along the highways of Europe—in England, Ireland, France, Italy, Spain or wherever else you will, and note the many motor cars that ride on Dunlop Tires.

Travel the hot and dusty roads of far-off India, the ancient thoroughfares of Peking and Tokio or the modern streets of Sydney and Melbourne and observe how frequently the passing automobile leaves behind the imprint of Dunlop.

From London to Cape Town, from Bombay to Buenos Aires, the trail of the motor is, in large measure, the trail of Dunlop Tires.

How true this is you would have realized had you attended any of the big international motor shows across the seas in the past few years. At one of these, for example, sixteen makes of tires were represented on the cars exhibited, and 59 per cent of these tires were Dunlop's, the fifteen other makes dividing the remaining 41 percent. At another, Dunlop represented 52 per cent, thirteen other manufacturers absorbing the remainder.

In the thirty-two years that have passed since Dunlop gave to the world the first pneumatic tire, both Dunlop idea and Dunlop institution have circled the globe.

Today nine tire factories and scores of branch factories and depots scattered over both hemispheres are kept busy supplying the large share of the world's tire business that is Dunlop's.

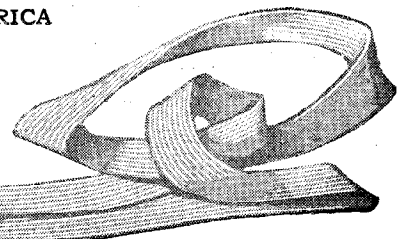
Moreover, Dunlop's activities in the growing of rubber and the making of cotton fabric for Dunlop Tires, in themselves, represent great businesses.

Set out on a tour of Dunlop properties, and you will truly circle the globe, for you will traverse both hemispheres and visit every one of the following countries and cities:

EUROPE	ASIA
ENGLAND Tire Factories, Birmingham (3) Rim and Wheel Factories, Coventry (2) Cotton Mills, Rochdale, Bacup, Hollinwood, Hebdenbridge. Factory Branches, London, Manchester, Birmingham, Liverpool, Leeds, Newcastle-on-Tyne, Norwich, Nottingham, Bristol, Coventry.	JAPAN Factory, Kobe. Branches in principal cities.
SCOTLAND Factory Branches, Glasgow, Edinburgh.	CHINA Factory Branch, Hong Kong.
IRELAND Factory Branches, Dublin, Belfast.	INDIA Factory Branches, Bombay, Calcutta, Delhi, Madras.
FRANCE Factories, Argenteuil, Mont Lucon. Factory Branches in principal cities.	CEYLON Factory Branch, Colombo.
BELGIUM Factory Branch, Brussels.	MALAY Factory Branch, Singapore.
ITALY Factory Branches, Rome, Milan, Bologna.	JAVA Factory Branch, Sourabaya.
SCANDINAVIA Factory Branches, Copenhagen, Stockholm.	AFRICA
HOLLAND Factory Branch, Amsterdam.	SOUTH AFRICA Factory Branches, Capetown, Johannesburg, Durban.
SPAIN Factory Branch, Madrid.	NORTH AMERICA
GERMANY Factory, Hanau-A-M.	UNITED STATES OF AMERICA Factory, Buffalo, N. Y. Cotton Mill, Utica, N. Y. Factory Branches now being established in principal cities.
	CANADA Factory, Toronto. Factory Branches, Victoria, Vancouver, Edmonton, Calgary, Saskatoon, Regina, Winnipeg, London, Hamilton, Toronto, Ottawa, Montreal, St. John, Halifax.
	SOUTH AMERICA
	ARGENTINA Factory Branch, Buenos Aires.
	BRAZIL Factory Branch, Rio de Janeiro.

DUNLOP TIRE AND RUBBER CORPORATION OF AMERICA
BUFFALO, NEW YORK

The following two pages sum up briefly what it means to you that Dunlop has circled the globe. Tire merchants will find here also information of special interest to them.



DUNLOP

SERVING

That America was the last of the great tire markets for Dunlop to enter is a fact of no little consequence to you who use tires and you who sell them.

Dunlop comes to the United States now, after thirty-two years of tire-making, not only as a pioneer of the industry but also as a long-established international institution with long-established and successful methods.

It comes with a product which has been tried by many years of performance under the varying and often extremely difficult conditions of world-wide service.

It comes with full recognition of the magnitude of the task and with abundant resources in men, materials and money.

It comes, too, with something else equally important—its conception of responsibility to those with whom it deals, whether these be manufacturers, merchants or tire-users.

The great plant which Dunlop has built at Buffalo is evidence in brick and steel of the way in which it is going about its work in America.

Picture to yourself a broad tract of land, fronting on the Niagara River and containing 214 acres. On this property has been erected a series of buildings covering thirty-five acres, so arranged that their capacity to produce over twelve thousand tires a day can easily be doubled when expansion becomes necessary—so easily, in fact, that the continuous operation of the plant need not be interrupted.

This modern tire-building city contains every material means necessary for the pro-

duction of the highest-grade pneumatic and solid tires, as well as first-quality tubes and tire accessories.

To this material equipment and this name of international reputation is added the established Dunlop policy. In brief, it is a policy whose corner-stone is the mutual interest of you who buy and use tires, of us who make them and of the Dunlop merchants who sell them.

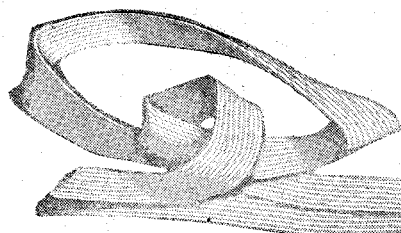
Dunlop considers that this mutual interest represents a Dunlop obligation to build only the best product possible; to make it accessible to tire-users; to improve it in every way and, finally, to consider that Dunlop responsibility goes beyond mileage limitations and ends only with the last day the tire is in service.

Dunlop merchants are men who believe as we do—who have selected us as truly as we have selected them—who are your representatives to us as they are our representatives to you. These and all other points in Dunlop policy are founded on the firm belief that what aids one aids all, and that, in the last summing up, your best interests and ours are identical.

* * *

Dunlop distribution is through retail channels. It will be national in scope and completely effected as rapidly as is consistent with the best interests of tire-users and Dunlop merchants. We will welcome the opportunity to discuss distribution plans with responsible tire merchants who are interested.

DUNLOP TIRE AND RUBBER CORPORATION OF AMERICA
BUFFALO, NEW YORK



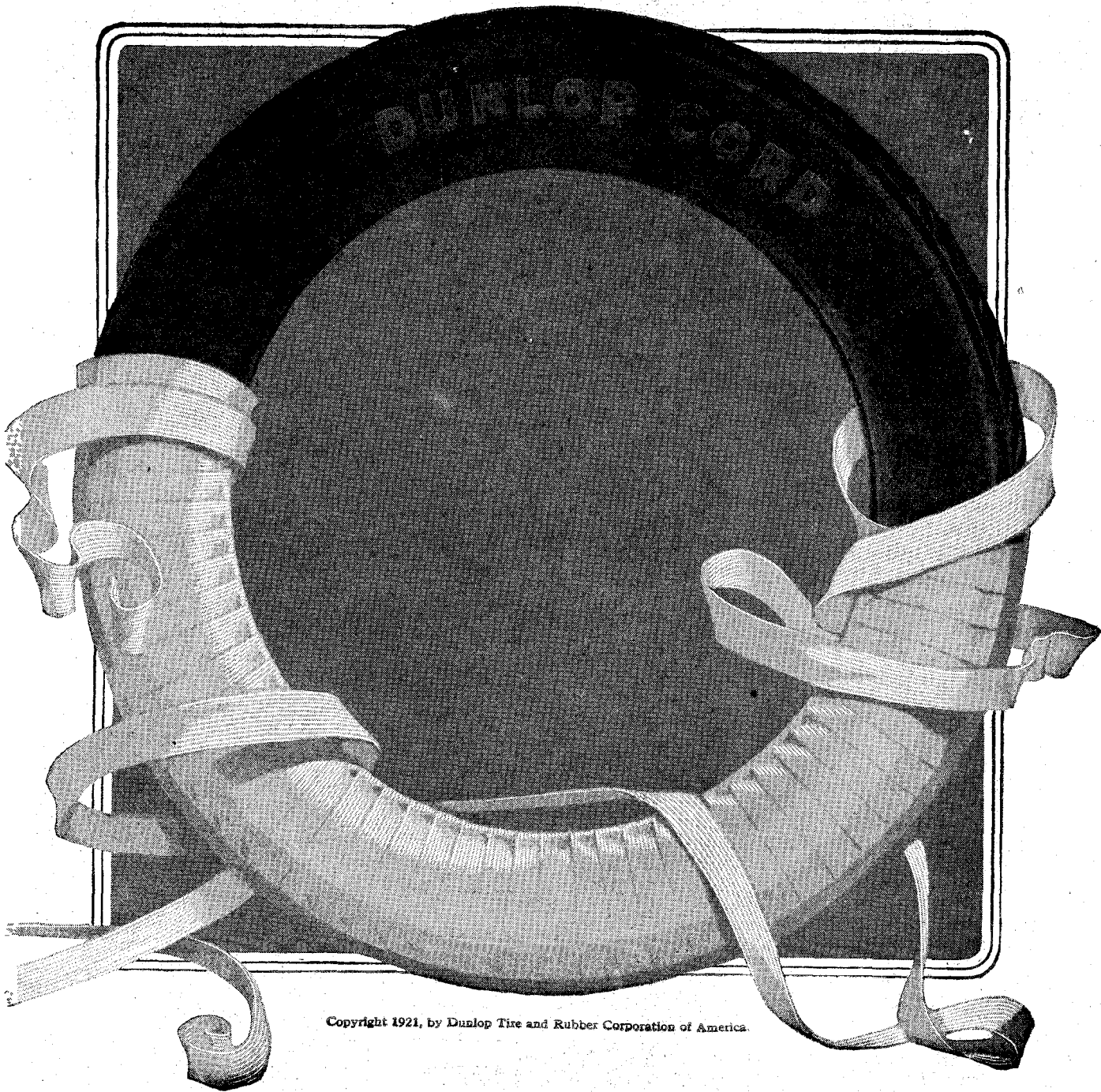
If you have not already read the preceding two pages, turn to them now for an interesting picture of Dunlop as a far-reaching International Institution.

D

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N

AMERICA



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L O P

SCIENCE AND INVENTION

Continued

HE TASTES TEA FOR TWENTY-FIVE YEARS AND STILL LIKES IT

TASTING and smelling tea for a long series of years should at least induce a profound distaste for the popular brew in the professional taster and smeller, if it didn't kill him outright. But it had done neither of these things to Edgar Quackenbush, who is still alive after a quarter of a century in the business of tasting, smelling, feeling, and seeing Chinese tea. He maintains that even after all this he likes this beverage. Mr. Quackenbush has developed only one aversion, so far as his tea-tasting work is concerned. He would like to slay anybody trying to produce a new kind of tea. This is because a new tea placed on the market always gives him a lot of extra work and worry. When tea is planted in a new region the product is affected by climate, soil, and the method of production, and the tea-taster has to watch the new brand for years before it is commercially established and he can safely recommend it. Other interesting facts about tea and the profession of tea-tasting were furnished by Mr. Quackenbush to Marian Storm, a reporter of the New York *Evening Post*, from whose account we quote:

There are no brands of tea for people who live in tea-growing countries. They please themselves with a flavor at some shop and buy that kind. But in this country and in Europe the importers have given trade names to certain flavors, to guide the customer, so that one might suppose the sources of tea varied like the materials of different soaps.

I have to laugh at the stories I hear about the distinction between green and black tea. There are just two types of tea in the world—the unfermented, or green, and the fermented, or black. There are not two varieties of tea-plant in China; they are essentially one.

Many people will tell you that the color of green tea comes from the copper pans in which it is cured, but the Chinese always use iron pans.

There is a good deal of brick and tablet tea made in China, chiefly from dust or from coarse leaf too old to be gathered for the regular foreign trade. It goes to Russia, Siberia, and Mongolia, sewed up in cowhide. They often add this brick tea to a broth and make a food of it instead of a beverage. In Mongolia the bricks pass as currency.

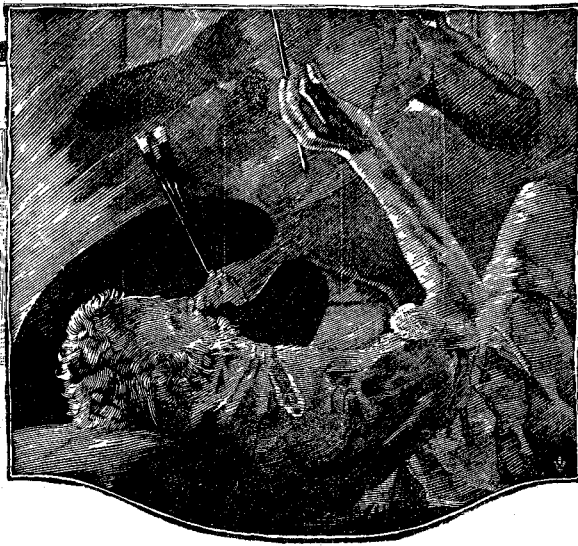
More like studios than laboratories are the rooms in New York and in the Orient where Mr. Quackenbush sniffs at endless little heaps of tea-leaves. Tea-rooms must face exactly north for uniform light, and the tea-window has wood or iron running up five or six feet, at an incline which permits the true light of the sky to come down, at the same time shutting out reflected light from buildings opposite. The counter is painted dull black to prevent reflection.

"The most common mistake made in preparing tea is the failure to have the water freshly boiled and boiling hard when it is poured on."

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(Continued on page 97)



Presenting a Many Sided Craftsman

Michaelangelo was a many-sided craftsman—sculptor, painter, architect, poet, metal worker. In every one of his chosen callings, he stood alone. And his achievements in each of them gave him fame that will never die. No task was too great for him, and nothing seemed impossible, mentally or manually. He invented ways to overcome all his obstacles.

Here was a man with a finely pointed perception and sense of proportion. His judgment was unerring and his knowledge of artistry complete. He was trained, resourceful and competent. He ordered himself for his work and was successful because all that he did came out of the proper application of aptitude.

Other artists feared to undertake the work of decorating the ceiling of the Sistine Chapel, in Rome; for the like had never been done. Not so, Michaelangelo. He saw that proper play for his eye could not be had in a standing position, so he had his scaffolding built close to the ceiling—and for four years he worked lying on his back.

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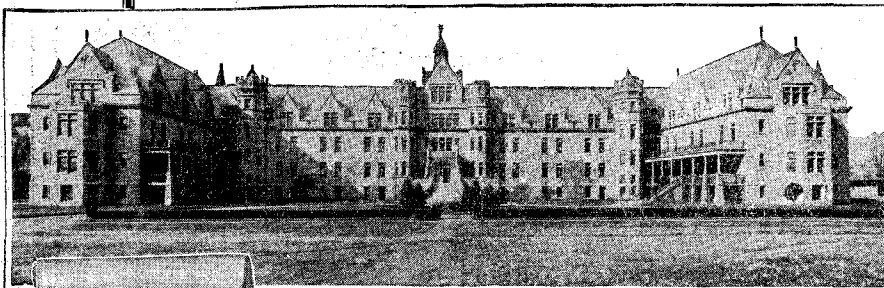
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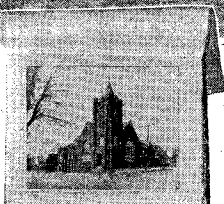
The quiet voice of our nation's INSTITUTIONS

CONFUSION is passing. Our institutions can now be heard asking proper recognition. Many have been badly handicapped; by poor buildings especially. It is an immediate duty—national, local and individual—to build better churches, schools, homes, hospitals: all the institutions that prove our ideals are higher than the dollar sign.

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SCIENCE AND INVENTION

Continued

GETTING READY FOR SNOW

PROPOSED methods for dealing with possible heavy snowfalls this winter were discussed at a recent meeting of the Massachusetts Highway Association, as reported in *The Commercial Vehicle* (New York). Snow removal, since the advent of the paved country road and the motor-truck, has ceased to be merely a town or city problem, but, in some instances at least, the States appear to be without power to deal with it directly. For instance, John N. Cole, commissioner of public works, stated that until the constitution of Massachusetts is changed it is not possible to pass any law that would grant the State the right or make it mandatory for the State to remove the snow from the highway. The reporter continues:

"Rather surprising to many present was the news that came out of the meeting that Vermont has seemingly solved the snow problem to the satisfaction of the users of the roads in that State. Of course, Vermont does not get any such traffic in long-distance hauling with trucks as Massachusetts, Rhode Island, and Connecticut, but the people there have to make journeys in winter and move freight, so the snow problem was tackled many years ago. Where drifts of six and seven feet are regular and expected conditions even in the mildest winters, the problem was met and overcome so long ago that they pay no attention to it now.

"Rollers, varying in size from five to fifteen tons, and pulled by horses and tractors, are used there to pack the snow down, making a hard, smooth snow road. The problem in Vermont, said Commissioner C. P. Fordney, before the Massachusetts Good Roads Association, is not in breaking the roads open, but in keeping them open by preventing the snow from drifting in upon them. For this purpose the Vermont Highway Commission has caused snow fences to be erected in all of the low places along the highway. These fences are movable so that individual experiments can be carried on with each fence, each year, until the proper location for them is determined. With the rollers and snow fences the problem in Vermont is but a small one.

"Connecticut, according to Deputy Commissioner W. L. Ulrich, has tried plows of all kinds, shoveling brigades, and road machinery with but small success. Rollers have never been tried.

"In removing the snow from the 1,500 miles of roadway in Massachusetts, Commissioner Cole has this year sought to cooperate with counties, cities, and towns, and truck-owners using the road. He finds that the truck-owner who was so anxious last year to cooperate in any way, because of the continual losses suffered, is not this year so anxious to go to the same extent. The State will supply plows for private trucks, but truck-owners are slow to avail themselves of the offer."

In the same paper is a report from F. A. Eschmann, acting commissioner of the New York Department of Street Cleaning, who is confident that his equipment can easily handle the removal of snow, no matter what conditions arise.

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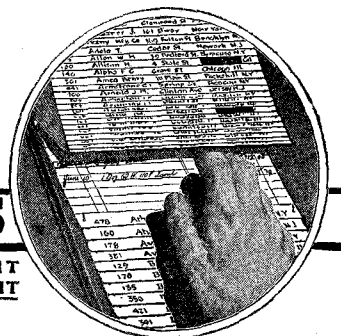
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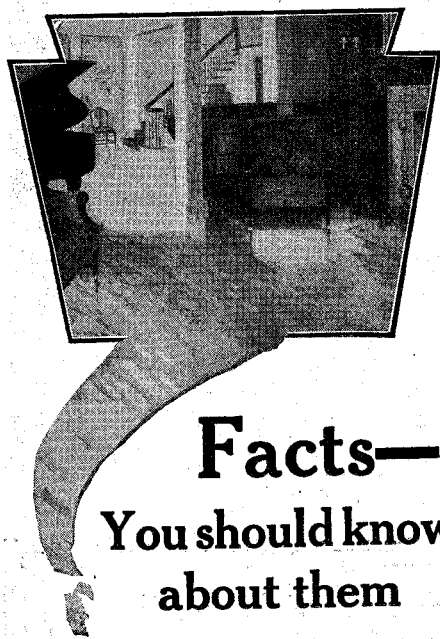
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SCIENCE AND INVENTION

Continued

PAINTED COFFEE

DO you think that the best coffee-beans are yellow, or blue, or cream, or some other color? The dealer in Rio will give you just what you prefer, having facilities for painting the coffee whatever color you like. Only you will have to move to South America or to Africa, as the health authorities of the United States and most European countries have an unreasonable prejudice against artistic efforts of this kind. Still, there is enough demand for painted, bleached or polished coffee to keep several plants busy in Rio de Janeiro—the only city in the world where they paint the coffee-bean. Says Robert C. Brown, in an article contributed to *The Scientific American* (New York):

"Yes, there is such a thing as painted coffee. And the painting is done right in Rio de Janeiro, the only city in the world where coffee is painted before being shipped to certain ports in this present topsyturvy revolving globe. And not only is coffee painted, but it is also washed. Coffee is painted black, blue, green, and yellow, and is also bleached in some cases to give the desired hue required by the buyer. Then there is also such a thing as polished coffee. "Painted, polished, or bleached coffee is not shipped to all parts of the globe for the simple reason the health authorities of some countries have had laws passed to prevent its entrance. To-day the majority of this kind of coffee is shipped either to the northern ports of Brazil or to South Africa. Chile still buys some coffee after it has been treated. It is not so many years ago when painted and polished coffee was shipped to the ports in the United States as well as to Europe.

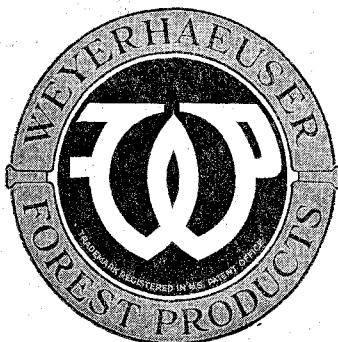
"When some of the local shippers of coffee receive orders for painted coffee the polishing or painting plants are immediately made ready for the operation. Whether the coffee was grown in the state of Rio de Janeiro, São Paulo, or Espírito Santo, the work is done here. The coffee in its natural state is given to one of the six firms in this city which does such work with special machinery. To paint or polish coffee, it is necessary to dump it into cylinders which are equipped with batting paddles. Each cylinder holds 702 pounds of coffee. The man in charge of the cylinders drops in the coloring or polishing material needed to give the desired finish. In painting or polishing, the material is applied a tablespoonful at a time until proper results are obtained. The batting paddles, which revolve at a high rate of speed, do the rest of the work.

"Some coffee sold to South Africa after it has been treated has a bluish green luster to make it look like Central American or Porto Rico coffee. Some buyers in South Africa prefer their coffee to imitate Java coffee, which is yellow, and their wishes are gratified with the aid of coloring and machinery. In making black coffee for the northern ports of Brazil graphite is used to help solve the problem. Others prefer what is known as white, but after treatment it shows up more as a cream color. Painting or polishing cylinders hold six bags, and it generally takes about twenty minutes for each operation.

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(Continued on page 100)

Douglas Fir
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Idaho White Pine
Western Soft Pine



Western Hemlock
Washington Red Cedar
Red Fir and Larch
Norway Pine

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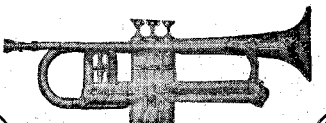
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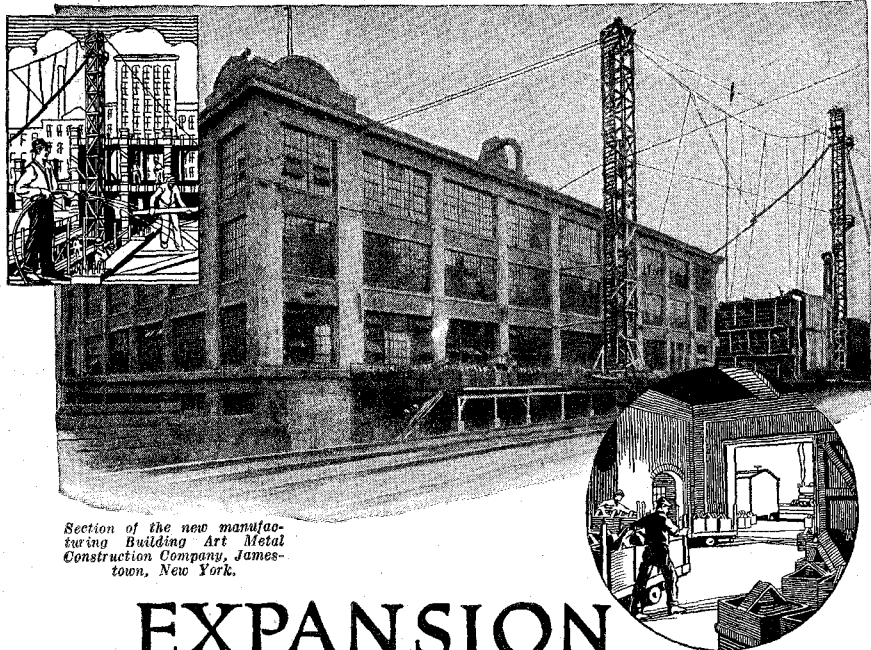
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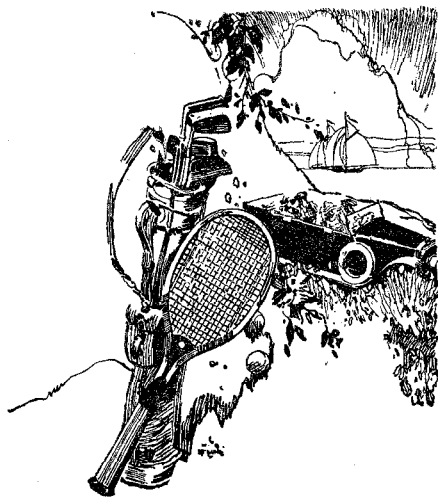
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SCIENCE AND INVENTION

Continued

THE PERSONAL ELEMENT IN SAFETY

A MAN'S safety lies in his own hands, to a considerable extent. He may be "safeguarded" by his employer's efforts and by the use of all sorts of safety devices; yet his own cooperation is necessary to results. Frank Moffett, in an address to the National Safety Congress, at Milwaukee, recently, elaborated this idea as shown in the following report in *Metal Trades* (San Francisco). The personal element, says Mr. Moffett, enters into safety just as it does into the quality and general appearance of a product. With proper help castings can be made that will stand the required physical tests, but sometimes there is trouble because the maker must deal with humans, and all humans have a personal element. He continues:

"We have three elements of hazard with which to contend: our material, our machines, and our men. The rules for the prevention of accidents naturally divide themselves into two main classes: those which primarily concern the employer and those which must be observed by the workman in his effort to guard himself against injury. The employer must provide the required safeguards; the employee must use care in operating his machines and doing his work without taking unnecessary chances, for no machine is endowed with brains. Therefore, it is up to the operator to do the thinking and lend a guiding hand.

"In treating the personal element the question of fatigue has been the subject of much study. The tendency now is, however, to recognize a still more important factor, namely, the whole mental condition of the men: the ability to keep attention constant, to resist distraction by chance happenings in the workshop, and especially the ability to foresee the movements of various machines.

"Aside from the man's psychological make-up we may consider some of the secondary factors. The man may be too daring, and may like to run risks; he may be old or he may be young; or he still may need discipline; any one of these coupled with the fact that he may have something on his mind or troubles of his own.

"Stretches of hard work without periods of proper relaxation and recreation may bring about a breakdown in the better judgment of the worker. Nights without proper rest are fatal to his highest efficiency on the following days. The man whose mind is ill at ease, or who isn't properly fed, or who is up against the sordidness of many of the dwelling-houses in cities may make our plant more unsafe than it would be if we removed every safety device in the whole factory.

"The point that I wish to make is that accidents caused by the personal element are not due so much to carelessness or foolhardiness as to ignorance of hazards and the proper way to do the work, hesitancy in asking questions, or to troubles that divert the man's attention.

"Lack of knowledge concerning compressed air on the part of the unskilled artisans deserves special mention. Only lately

in passing through the foundry I saw two men, one a white foreigner and the other a negro, tussling together, an air-hose being the object of possession. They stopt momentarily while I passed. As I proceeded farther on my way, a passing glance showed that the friendly struggle was proceeding as at first. I retraced my steps, and being a member of the safety committee, took it upon myself to inform the men in question that they were playing with something very dangerous. The expression on their faces plainly showed that they knew better and that there was no danger. The foreigner then said with an air of finality: 'This is not electricity, it can't hurt you.' A little explanation on my part revealed to him that there was the possibility of an agonizing death, a broken ear-drum, or other serious injury. The colored man was an interested listener and no doubt will heed the warning in the future, but the foreigner perhaps did not really understand.

The human element in safety demands the assistance of the foremen, Mr. Moffett says, if results are to be obtained. Responsibility must be put squarely up to the foremen that they may be awakened to caution and vigilance. The foreman is in direct personal contact with the laborer and can encourage him to freedom and confidence, if he will avoid any appearance of superiority. Mr. Moffett cites the following instance:

"While serving on a safety committee we were making an examination of the carpenter-shop. Our practise called for the foreman to accompany the safety committee on inspection trips in his department. This occasion brought forth one of the peculiarities that foremen sometimes possess. This man was of the old school and was inclined to view the safety committee with a little skepticism.

"Several of the guards on the high-speed woodworking machines were off at one side and not in place, while the operators were using the machines. Naturally the foreman was asked why the guards were off, and why he permitted the workmen to operate the machines without guards. These questions animated his feelings and excited his nerves, while his answer stimulated his muscular movements, for his hand and voice started to work in synchronism. Among several statements one was particularly emphatic, for he used a great sweeping gesture with his hand, saying: 'Why, we don't need any guards on these machines. We haven't had an accident here for years.' Just then the scrutinizing eyes of a member of the committee saw that there were several fingers missing from the hand that was waving so gloriously in fond recollections of the past.

"You know that the mind has some peculiar characteristics, one of them being the ability to remember the pleasant things and to forget the unpleasant things, just as the gambler remembers his winnings and not his losses. So it was with this carpenter foreman. He remembered that they had not had any accidents for several years, and had forgotten about this own mishaps. When the truth became known it was found that each finger that was missing was lost in a different accident. This living example of the 'guardless days' will no doubt be a good advertisement for better protection, after he realizes that safety work is a necessity and not a menace and that the safety committee does not belong to the 'What's-the-use brigade.'"



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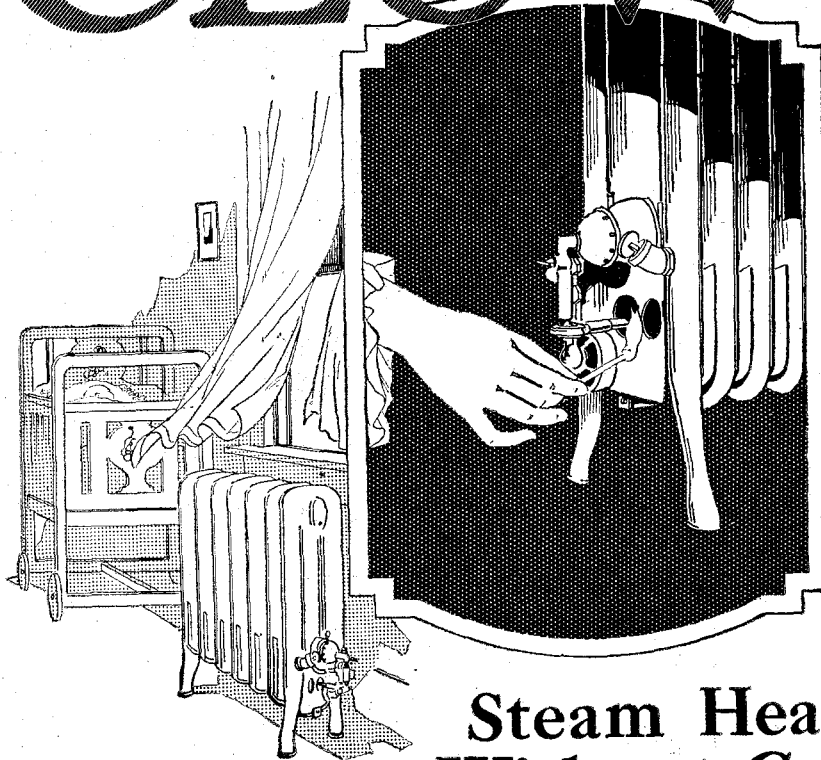
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(Continued on page 107)

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SCIENCE AND INVENTION

Continued

JAMAICA GINGER UNDER
THE BAN

MANUFACTURERS of flavoring extracts are alarmed by an edict of the United States Prohibition Commissioner forbidding further manufacture of extract of ginger. Altho temporarily held up, this order hangs over their heads like a sword of Damocles, and they fear that ultimately other alcoholic extracts, like those of vanilla and lemon, will follow ginger into the scrap-heap. Persons familiar with State prohibitory laws will recall the fact that "Jamaica ginger" has always been a favorite tippie in dry territory, and will remember the "ginger-drunkard" not altogether with pleasure. The combination of the fiery spice with its alcoholic solvent seems peculiarly productive of results—favorable or unfavorable, according to the point of view. It is not to be wondered at, therefore, that this particular extract has been singled out for the preliminary attack, but most persons will hope for some way of retaining it and other flavoring liquids for legitimate use, without favoring their use as alcoholic drinks. Says a writer in *The American Food Journal* (Chicago):

"Through the action of John F. Kramer, Federal Prohibition Commissioner, in declaring that the manufacture of tincture of ginger would have to cease in the United States, the officers and members of the Flavoring Extract Manufacturers' Association of the United States have become alarmed that if the manufacture and sale of tincture of ginger is entirely prohibited such action will simply 'open the door for the absolute prohibition of the manufacture and sale of other extracts.'

"Altho Commissioner Kramer seemed to be adamant in the stand he took, the extract manufacturers succeeded in persuading him to hold the matter in abeyance until some means could be devised of meeting the views of the Government in such a way as would not absolutely prohibit the manufacture of tincture of ginger.

"Three suggestions were made by the committee of the extract manufacturers' association. Two involved the filing of reports by manufacturers, and were therefore turned down by the prohibition commissioner on the ground that manufacturers are already overburdened in making out reports, and that the departments in Washington are also overburdened with clerical work, and that the matter of trying to regulate subjects of this kind by making manufacturers and others make certain reports monthly or quarterly had reached a limit. The third suggestion, which involves a change in the formula for tincture of ginger was promised consideration. Suggestion No. 3 was as follows:

"That a regulation be issued providing that from and after ninety days from the date of the issuance of the regulation the product now known as tincture of ginger should not be permitted to be sold unless its contents of ginger extractives should be double the content of the same now prescribed by the United States Pharmacopoeia."

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INVESTMENTS • AND • FINANCE

COUNTING UP THE FARMER'S LOSSES

WITH a bumper crop large enough for our own needs and to serve the tables of Europe and China, the American farmer incurred during the last year a loss estimated between \$5,000,000,000 and \$8,000,000,000, and he still faces falling prices. Secretary E. T. Meredith, of the Department of Agriculture, describes the situation as a national problem. On November 1, prices were 33 per cent. below those prevailing at planting time, and, according to the Secretary's annual report, "a sober national thought with regard to the importance, the absolute necessity, of a sustained agriculture in this country is imperative." In general, as it is pointed out, we should expect the farmer's condition to be improved in direct proportion to the number of bushels of wheat or corn or the number of bales of cotton he produces. But, as a matter of fact, it often happens that when all farmers have extraordinarily good crops during the same year low prices leave him worse off than he has been in other years with short crops and high prices. This year high prices continued until the farmer was ready to sell, when the price reduction set in, covering everything the farmers had to sell and materially affecting nothing they had to buy. The Department of Agriculture figures that the 1920 harvest, one of the greatest in the country's history, is worth \$9,148,000,000, while in 1919 the farmer's aggregate receipts were \$14,100,000,000. No other industry, thinks the Secretary, could suffer a similar experience and avoid insolvency. As the *Boston News Bureau* notes, "the agricultural proposition is not strictly amenable to rules which govern other business propositions." In the first place, we read:

Its expenses may be called continuous, its profits monetary. The hurry and toil and multitudinous activity of the spring, the anxious cleaning and irrigating, trimming and nursing of the summer, autumn's outcry for many hands at the harvest while suspicious eyes scan the clouds and nerves tingle for the first crack of frost—all this must be repaid in a hasty satisfaction of old contracts or the making of new ones in the brief period during which the railroads contribute unusual levies of rolling-stock to the big "moving," and the financial resources of the country are shifted and concentrated for the same purpose.

In terms of land sowed and harvested, we find that the present decrease in value of produce equals \$14 to \$15 per acre; as labor, machinery, seed, and fertilizer were all at peak during sowing and cultivating of the crop, with deflation of labor unimportant until the latter part of the harvest, the figure for depreciation per acre may validly be taken as a serious drain upon whatever profits may have accrued in the past. With average Mid-Western holding of 75 to 100 acres, this loss is seen to amount

to a very substantial sum, with slight promise of recouping given by present or prospective price levels.

In 1919 this country was hoarding its crops. The present harvest was expected with anxiety. In the final workout five million fewer acres were harvested in 1919 than in 1920. Through our bounteous harvest and the egregious conditions of exchange we now appear to have too much food on hand, while Europe is scratching its rubbish-heaps and China is starving.

If the logical trend of decreased acreage be followed this year and the crop is merely normal (if not subnormal, as may well be expected after the present bumper yield), the United States may find itself severely taxed to meet domestic demand and retain a proportion of export custom. Every present circumstance and future possibility urge national attention to both the farmer's \$5,000,000,000 loss and the more serious results which it may entail upon the nation.

Commenting on the decreased purchasing power of the farmer, the National City Bank of New York said in a recent bulletin: "It would be foolish for the people engaged in other industries to think that they can go on making and selling goods as tho this loss had not occurred, enjoying also the benefit of this reduction in cost of farm products." We should remember, says a writer in *The Manufacturers Record*, that the crops raised during the past season were the most expensive to produce in the country's history. Basing his figures on reports of the United States Department of Agriculture, this writer continues:

The estimated farm value of the twenty-six crops listed on November 1 is \$10,289,000,000 (November 1 prices), compared with \$13,637,000,000 in 1919, a decrease of \$3,348,000,000, or nearly 25 per cent.

The eight principal cereal crops show a production in 1920 of 5,878,000,000 bushels, compared with 5,544,000,000 bushels produced in 1919, an increase of 334,000,000 bushels, or 6 per cent. Because of the decline in prices the farmers would receive for these crops, even on November 1 average, less than \$5,513,000,000, as against \$7,470,000,000 received in 1919, a decrease in value of \$1,957,000,000, or 26 per cent. In 1918 the farm value of these grain crops was \$7,073,000,000 and in 1917, \$6,978,000,000.

The production of 3,197,000,000 bushels of corn for 1920 is the largest in the history of the country. Tho it is 282,000,000 bushels larger than the 1919 crop, the farm value for 1920, based on November 1 prices, would probably not be more than \$2,792,000,000, or a decrease in value compared with the 1919 crop of probably more than \$1,140,000,000 for this one crop. The real decrease, due to still further decline in price now going on, will probably be nearly \$1,500,000,000.

The estimated value of the 1920 wheat crop is about \$1,400,000,000, or \$600,000,000 less than the value received by the farmers for their 1919 wheat crop. The wheat crop for 1920 is reported at 750,-

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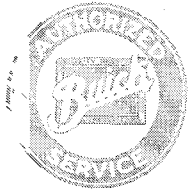
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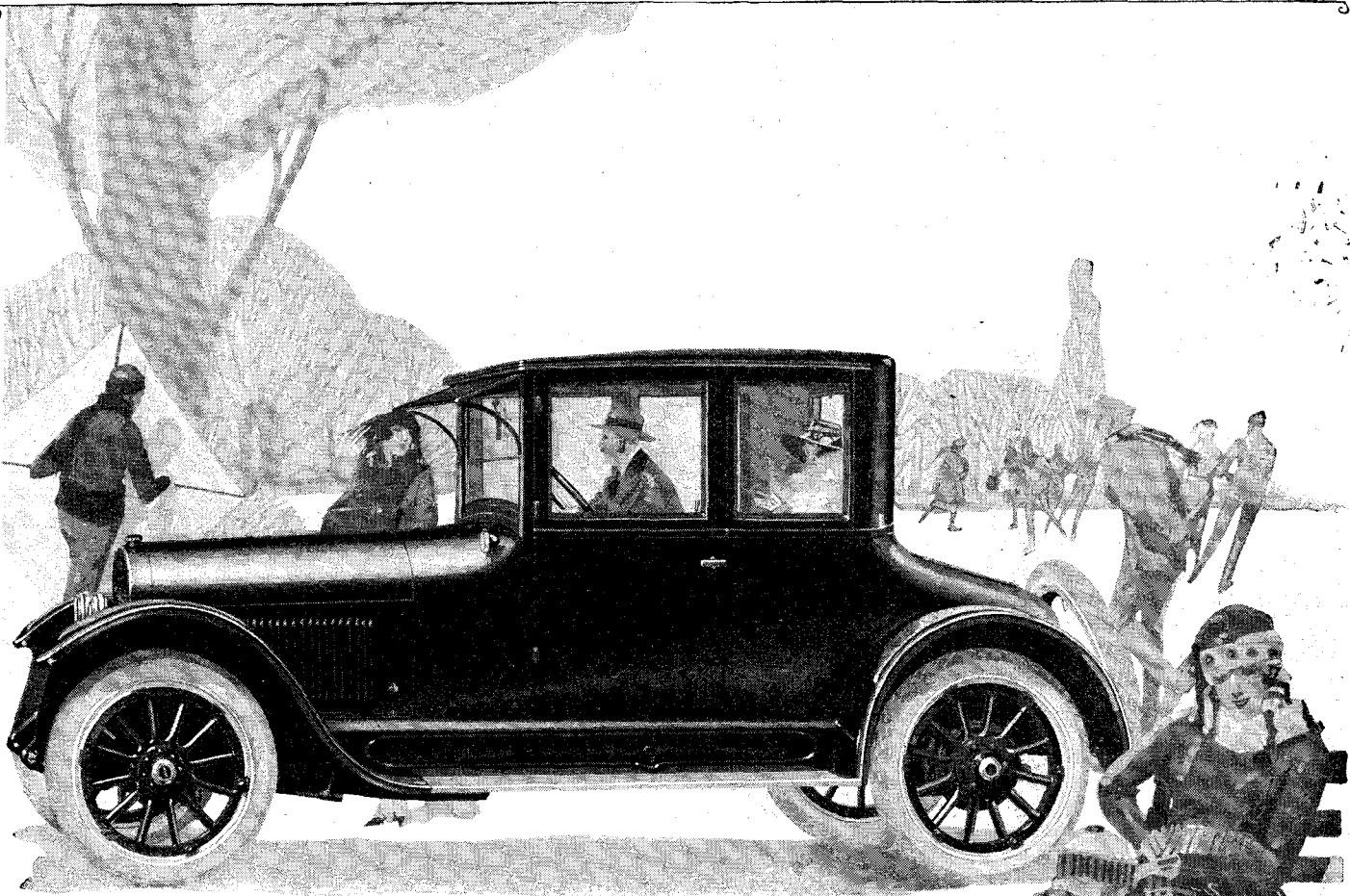
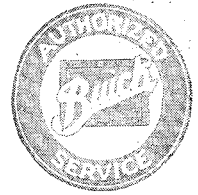
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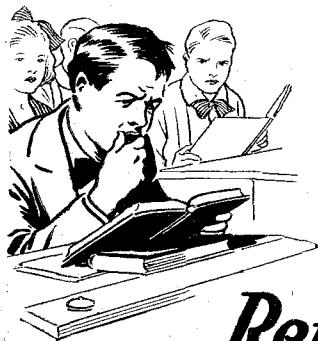
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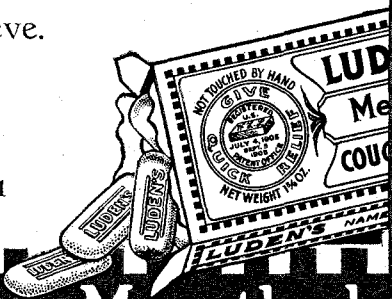
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INVESTMENTS AND FINANCE

Continued

000,000 bushels, or 190,000,000 bushels less than the yield of 1919. It is 55,000,000 bushels short of the five-year average production of 1911-1915.

It is estimated that in 1920 the South produced 1,513,000,000 bushels of corn, wheat, and oats, receiving therefor about \$1,500,000,000. In 1919 the yield of these three grain crops was 1,536,000,000 bushels, and their aggregate farm value was \$2,218,000,000. The estimated value of the 1919 cotton crop at November 1 prices would be about \$1,164,000,000, compared with \$1,924,000,000 in 1919 based on November 1 prices of that year. For these four crops—corn, wheat, oats, and cotton—the South, through the credit-restriction campaign that artificially forced down prices regardless of economics and law of supply and demand, will probably not receive more than \$2,700,000,000, a decrease of \$1,400,000,000, or over 33 per cent., compared with \$4,142,000,000 received in 1919.

The loss in the case of barley is put at \$53,000,000, according to the financial correspondent of the New York *Evening Post*, while for rye it was only \$30,700,000, the crop being almost 20,000,000 bushels smaller. Flaxseed-growers had their valuation cut down from \$33,581,000 in 1919 to \$18,331,000 in 1920, altho the crop was more than 3,000,000 bushels in excess of 1919. Rice-growers have a shrinkage of \$33,853,000 on a crop 9,000,000 bushels larger. The growers of white potatoes, altho producing 430,458,000 bushels more than in 1919 and close to the record, have secured less money by \$74,000,000, based on the December estimate. The cottonseed valuation is more than cut in two. Sugar-beets, however, increased almost \$24,000,000. The peanut crop, with a valuation of \$48,829,000, is \$33,000,000 short. Few crops show no loss in valuation, altho production exceeded that of 1919 and was close to the record.

H. J. Nicolet remarks in *The Magazine of Wall Street* that never before in the history of organized grain markets have prices fallen so much within a similar period of time as in the past few months. From the high record of early summer wheat has declined \$1.20 a bushel and corn has fallen about \$1.25. Minor grains have declined proportionately. In his opinion,

These tremendous declines in the prices of grain have had the natural effect of arousing a spirit of intense dissatisfaction and resentment among farmers. More especially they have inspired activity among officials of various farm organizations throughout the country to advocate the withholding of grain from the market in the hope that the resultant scarcity at terminal centers might force a recovery in prices.

Numerous elaborate calculations have been put forth showing the cost of producing wheat. In Kansas, 2,057 wheat-growers reported actual expenses of the 1919 crop which made the average cost of production that year more than \$2 a bushel. Estimates of the cost of this year's crop are still greater.

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In Missouri the average estimated cost of producing and marketing the 1919 crop, as reported by the State Board of Agriculture, was \$2.05 a bushel.

For the entire United States the average cost of producing the 1919 crop was \$2.15 a bushel, according to a comprehensive report issued last June by the Department of Agriculture at Washington.

These figures are recalled to show that farmers have good reason for resentment over the great decline that has occurred in the market, whatever may be the economic reasons for the slump. If the cost figures are correct the average farmer, and those below the average, find themselves suddenly confronted with the distressing situation of having to do business at a loss.

Their position is still further aggravated by the fact that the retail prices of the goods they buy have not fallen in anything like the proportion of the fall in the products they sell. They have had several years of the greatest prosperity ever experienced, and the violent slump in prices has made a more notable reversal in their situation than in most other industries and trades.

It is true that wheat is now selling far above the average prewar level. The average farm price of wheat for the entire country on December 1 of the four years ending with 1913 was 83 cents a bushel. The farm price to-day probably is close to double that price. But that comparison does not mitigate the disappointment of farmers who have witnessed a shrinkage of more than a dollar a bushel in the price of wheat in the past few months.

Other authorities are inclined to believe that the estimate of a loss of \$5,000,000,000 is too large, and *The Bache Review* (New York) says that no account has been taken in some of the calculations of that part of the farm crop already sold, and at higher prices than those now prevailing. In addition to this, we are told, a respectable part of the crop is kept on the farm. To quote *The Review*:

Our correspondent in the Southwest, in reply to our inquiry as to what proportion of the crop, in his opinion, is kept by the farmer at home, says that this varies greatly. "All wheat except seed is sold. In the surplus corn- and oats-producing regions some farmers sell three-quarters of their corn and oats. Other farmers feed all corn to fatten animals, and sometimes all the oats. My guess—and it is only a guess—is that half the corn is sold by the farmer who produces it and about one-third moves away on the railroad. The other one-sixth is bought by other farmers to seed and fatten stock. In the minor corn- and oats-producing regions only a small amount of the crop is sold; most of it is fed. Ninety per cent. of the forage crops are used by the producer."

Over our Chicago wire, on this subject, we get the following: "Eighty per cent. of the corn raised in this country is fed on the farms and only about 20 per cent. enters commercial channels. A large percentage of wheat, barley, rye, and oats had been disposed of by farmers before low levels were reached. Corn crop is not ready until November, and it is the corn farmer who has been the hardest hit."

It will thus be seen that a very liberal percentage of every crop, being kept by one farmer or another, can not be figured as a loss through market fluctuations. The estimates referred to above also probably include cattle and hog products, figuring a

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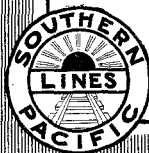
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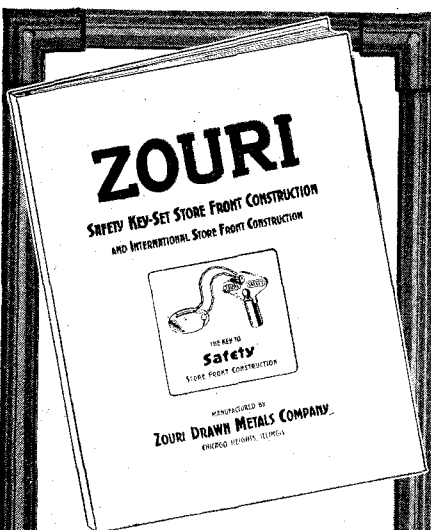
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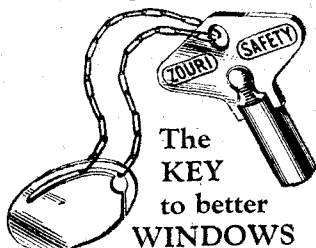
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loss on these, but as cattle and hogs are produced through use of feed on which the decline has already been figured, it would appear that a double loss is included.

On the whole, it may be fairly concluded that the decline in prices on the entire crop will have brought about a cash loss to farmers of not over \$2,000,000,000 to \$3,000,000,000, instead of \$5,000,000,000.

SUCCESS OF THE COOPERATIVE MOVEMENT IN ENGLAND

THE rapid growth of the cooperative movement in England is being watched with much interest by American retailers. Several attempts have been made to transplant the cooperative scheme to this country without much success. Indeed, it seems to the *New York Journal of Commerce* that "cooperative selling-plans seem to be successful only in the country of their origin," and a British merchant is quoted in *The Canadian Grocer* as saying that selling competition is too keen and the art of salesmanship is too far advanced in this country for the movement to succeed. *The Journal of Commerce* goes on to take from *The Canadian Grocer* the following account of this interesting business development in England:

The cooperative movement is composed of three coordinated divisions—the retail stores, the wholesale warehouses, and the factories. The 1,200 retail stores are owned by some 4,000,000 cooperative consumers, who hold shares costing £1 each. No cooperator may hold more than 200 shares. The seven wholesale societies are owned and managed by a federation of the retail stores. The hundred productive establishments, in turn, are owned and managed by the wholesale organizations.

The Cooperative Wholesale Society has its headquarters in Manchester, where its warehouses and offices occupy six blocks.

The cooperative movement had in 1918 a membership of nearly 4,000,000 shareholders, a share and loan capital of \$388,000,000, and an annual sales trade of approximately \$1,250,000,000. It has 164,000 employees, whose collective wages and salaries bill equaled in 1918 some \$70,000,000 a year.

The growth of the movement since the first year of the war has been rapid, the sales having nearly doubled in that time, the net surplus in 1918 was lower than that of 1917 by \$2,390,000. The cause of this decrease in surplus was the high price of labor and materials and the smaller margin between cost and the immediate charges to members, societies having given more immediate benefit to purchasers at the expense of the quarterly returns.

Some idea of the competition in production furnished private enterprise by the English cooperative movement is contained in the fact that the Cooperative Wholesale Society (whose sales in 1919 amounted to \$437,400,000) owns and operates over 100 productive establishments, the value of whose products in 1919 totaled about \$126,360,000. These workshops produce foodstuffs and kindred commodities, textiles, clothing, underwear, and footwear, furniture, utensils, and household requisites.

Land, factories, and docks worth from \$3,000,000 to \$5,000,000 are being bought each year by the Cooperative Wholesale. The turnover (deposits and withdrawals)

of the C. W. S. Bank in 1919 reached over £500,000,000, or normally nearly \$2,500,000,000.

The society now owns and operates sixteen tea plantations of 16,000 acres in India and Ceylon, a wheat estate of over 10,000 acres in Canada; its farms, estates, and lands in England cover 40,000 acres.

Successful as the cooperative movement has been, it is not without its troubles. "Its very growth has proved somewhat of a handicap, for the Government is seriously considering curtailment of some of its immunity from taxation." Moreover,

Despite its immunity from taxation in the past, the society has been handicapped by lack of capital. This is chiefly due to the fact that the number of shares which an individual may hold in a co-operative enterprise is limited by law to £200, or roughly \$1,000. But the law does not prevent such an enterprise from placing loans or making bond issues to secure additional capital. Within the last year the C. W. S. has floated two issues of development bonds, totaling \$36,450,000.

Another difficulty is to persuade the individual purchasing member to leave a sufficient amount of his surplus in the store to be capitalized for the financing of the business of the store. When the quarterly "dividend" is declared, the workingman—or his wife—promptly spends it. To combat this tendency, the society, has established the Cooperative Union, which is devoted to propaganda and education. The Union has established in the retail stores, kindergartens, grammar schools, and high schools to teach co-operative principles. It has just appropriated a large sum of money to establish a university for the same purpose.

THE NEW POST-OFFICE EXCHANGE RATES

OUR Post-office Department has come in for much violent criticism because it retained its old prewar exchange rates for international money-orders. The difference between its rates and the bank rates made possible considerable small-scale speculation and worked certain injustice—to say nothing of spoiling the department's foreign money-order business. It is now announced at the New York Post-office that the Postmaster-General's order reducing the conversion rates for international money-orders is now in force, this reduction having been made in view of the material depreciation of the currency of certain European countries. Until further notice, as the *New York Commercial* notes, all international money-orders will be issued according to the following schedule:

Great Britain.....	£1	equals \$3.75
Netherlands.....	1 florin	" 35 cents
Sweden.....	1 krona	" 22 "
Denmark.....	1 "	" 16 "
Norway.....	1 "	" 16 "
France.....	\$1	" 13 francs
Belgium.....	\$1	" 13 "
Italy.....	\$1	" 20 lire

In the case of Switzerland there has been no change in the rate. This remains as hitherto—5 francs 15 centimes equals \$1. The rate for the krona on Sweden is different from that on Norway and Denmark.

BOOKS

*that are made
to be cut up*

ONCE each month for the year 1921 every paper merchant who sells Warren's Standard Printing Papers will distribute copies of a series of books known as "Printing Sales Material."

These books are made to be cut up. They are intended to enable the printer, artist, designer, or advertising manager to sit down with shears and paste and in a few minutes prepare a presentable and understandable dummy for any sort of booklet, catalog, or folder. Each of these books shows specimens of type pages and layouts, type faces, title pages, covers, illustrations, rules, borders, decorations, etc., and, in addition, is a demonstration of the printing possibilities of the Warren Standard Paper upon which it is printed.

These books are not sold. They are distributed by the merchants who sell Warren's Standard Printing Papers. A list of these firms is printed here. The list will not appear in subsequent advertisements. We suggest that you make a note now of the distributor in your city, or nearest your city, and apply to him if you can use these books.



S. D. WARREN COMPANY BOSTON, MASS.



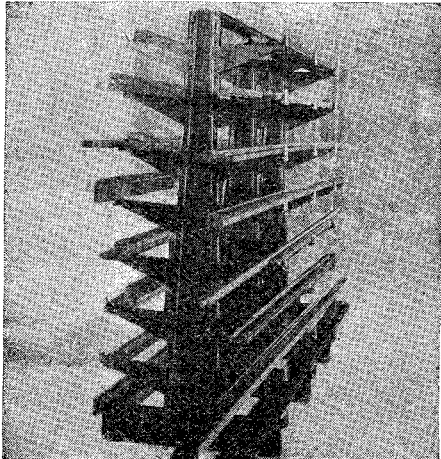
List of Paper Merchants Who Sell Warren's Standard Printing Papers

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The Diem & Wing Paper Co.
Cleveland, Ohio
The Petrequin Paper Co.
Columbus, Ohio
The Diem & Wing Paper Co.
Dallas, Texas
Southwestern Paper Co.
Detroit, Mich.
Butler Paper Co.
Grand Rapids, Mich.
Central Michigan Paper Co.
Hartford, Conn.
Henry Lindenmeyr & Sons
Houston, Texas
Southwestern Paper Co.
Jacksonville, Fla.
Antietam Paper Co., Inc.
Kansas City, Mo.
Missouri-Interstate Paper Co.
Los Angeles, California
Sierra Paper Co.
Louisville, Ky.
The Diem & Wing Paper Co.
Lynchburg, Va.
Caskie-Dillard Co., Inc.
Memphis, Tenn.
Tayloe Paper Co.
Milwaukee, Wis.
Standard Paper Co.
Minneapolis, Minn.
The John Leslie Paper Co.
Newark, N. J.
Henry Lindenmeyr & Sons
New Haven, Conn.
A. Storrs & Bement Co.
New Orleans, La.
The Diem & Wing Paper Co.
New York City
Henry Lindenmeyr & Sons
New York City (Export)
National Paper & Type Co.
Omaha, Neb.
Field-Hamilton-Smith Paper Co.
Philadelphia, Pa.
D. L. Ward Co.
Pittsburgh, Pa.
The Alling & Cory Co.
Portland, Me.
C. M. Rice Paper Co.
Portland, Ore.
Endicott Paper Co.
Richmond, Va.
D. L. Ward Co.
Rochester, N. Y.
The Alling & Cory Co.
St. Louis, Mo.
Mississippi Valley Paper Co.
St. Paul, Minn.
Nassau Paper Co.
San Francisco, Cal.
Pacific Coast Paper Co.
Seattle, Wash.
Mutual Paper Co.
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ROCHESTER, N.Y.
There's a Tycos Taylor Thermometer in Every Purpose

CURRENT EVENTS

FOREIGN

December 21.—Premier Rhallis, of Greece, tenders King Constantine the resignation of the Greek Cabinet.

What is reported as the most desperate battle in Ireland is fought between the Irish Republicans and Crown forces, in County Tipperary, the Sinn-Feiners being defeated.

Gabriele d'Annunzio declares that he will maintain his attitude in not recognizing the Treaty of Rapallo, and informs General Caviglia that he will resist with force of arms.

December 22.—An Italian torpedo-boat-destroyer shells the forces of d'Annunzio. Fiume is besieged by regular Italian forces.

A serious labor riot occurred recently in Petrograd, says a report from Helsingfors. The riot was crushed after many persons had been killed or injured, and 105 laborers were executed.

Crown military forces occupy the City Hall and Municipal Building of Dublin, according to reports from that city.

The Armenian Soviet decrees the abolition of private property and the repudiation of all debts and other obligations, says a dispatch from Constantinople.

A serious clash occurs at Ferrara, Italy, when the Socialists organize a demonstration in protest against recent attacks upon Socialist deputies in Bologna.

Reports of important Bolshevik forces concentrating with heavy artillery along the Georgian frontier are causing alarm in Tiflis. It is feared the next move of the Bolsheviks will be an invasion of Georgia.

December 23.—The evacuation of Fiume by civilians begins, says a dispatch from Milan. The food situation of the city is considered almost desperate.

A dispatch quoting Moscow newspapers says the Soviet Government has resolved to abolish the right to private ownership of books. All existing libraries will be appropriated by the state.

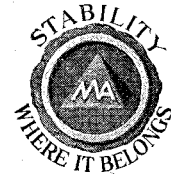
Reports reaching Washington say that a Japanese punitive expedition sent to the Hunchun district of Korea is alleged to have burned thirty-two villages, "killed all the male inhabitants of the district," and "massacred 145 peaceful inhabitants in one town."

December 24.—Plans for the withdrawal of American military control from Santo Domingo are announced in a proclamation issued at the direction of President Wilson and made public in Washington.

A military proclamation in Cork orders that all householders in the martial-law area on January 1 must affix on the inner side of their doors a list of all inmates with age, sex, and other description.

A Shanghai report says a terrific earthquake took place in Cansu province on December 16, with casualties estimated at 2,000.

December 25.—Japanese Foreign Minister Uchida, addressing preliminary meetings of the Diet in Tokyo, expresses the opinion that a new Japanese-American treaty will be concluded leading to nullification of the California land law. Mr. Uchida said negotiations are proceeding on the under-



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by Professor Irving Fisher and Eugene Lyman Fisk, M.D., of The Life Extension Institute, with a Foreword by William Howard Taft, points out the way to rational living along scientific lines. It will add years to your life if faithfully followed.

"Every man and woman in the United States who desires to be healthy and to live long should be familiar with its contents."—Dr. A. T. McCormack, Secretary of the State Board of Health of Kentucky.

"The latest and best presentation of individual hygiene and that care of the personal and family health that is the most necessary duty."—Evening News, Buffalo.

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CURRENT EVENTS

Continued

standing that such a treaty would override the State law.

Many of the legionnaires in the command of d'Annunzio are said to realize the impossibility of being loyal both to their commander and to their native country, and are deserting d'Annunzio's forces.

The "dry" forces in Holland put through the Dutch Parliament a law increasing the internal-revenue tax on spirits 150 per cent. and on beer 100 per cent. after January 1. The effect is said to be that spirits will be practically prohibitive for the poor.

December 26.—It is reported from Trieste that the Italian regulars are gradually closing in on the d'Annunzio stronghold at Fiume. The early capture of the city is looked for.

The Government of Guatemala, as a step toward the economic and political union of the republics of Central America, issues a decree abolishing trade restriction between that country and the Central American countries of Honduras, Salvador, Nicaragua, and Costa Rica.

Dispatches from Armenia picture the situation there under the Soviet régime as lamentable, owing to the shortage of food.

December 27.—A Paris dispatch says the Inter-Allied High Commission has decided to break up all German military organizations, owing to the spread of militarism in German schools.

The Italian regulars are bombarding Fiume in combination with the navy. A systematic siege is under way. It is reported that d'Annunzio has been slightly wounded.

Serious fires are reported to be raging in the business section of Tipperary, following a fight between armed citizens and Crown forces. Details are lacking because of the difficulty of communication in the martial-law area.

A formal request is made to the State Department in Washington by the Liberal party of Cuba for American supervision at the forthcoming by-elections that will decide the Presidency of Cuba. The request is made to insure a fair election without intimidation on the part of the present Cuban Government.

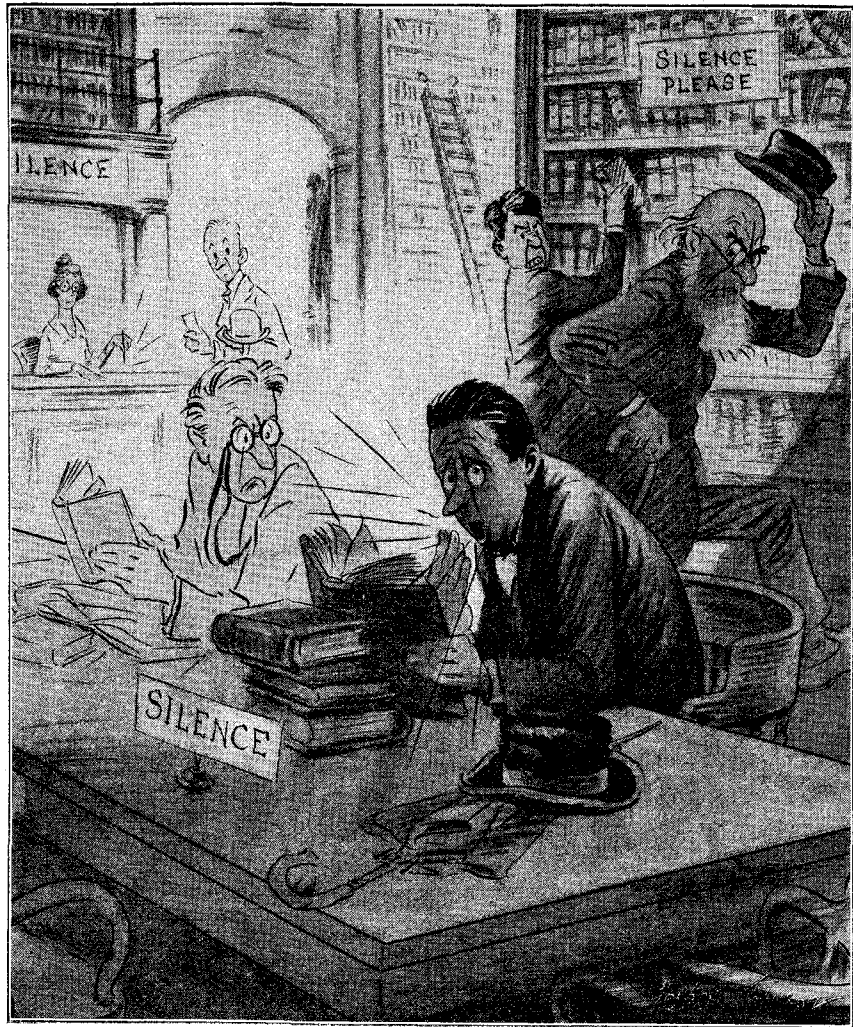
The Russian Soviet Government cancels all contracts with American business firms as a reprisal for the deportation of Ludwig C. A. K. Martens, Soviet "Ambassador."

It is reported from Copenhagen that the Russo-Polish peace negotiations at Riga have been definitely broken off. The head of the Soviet delegation is quoted as having said that Russia's international situation is so good that it is unnecessary to treat further with the Poles.

CONGRESS

December 22.—The House by a vote of 196 to 86 passes the Fordney Emergency Farm Tariff Bill, imposing temporary duties on a score of agricultural products to protect the farmers. The measure, which now goes to the Senate, is designed to halt importations of farm products until a permanent tariff can be worked out by the new Congress after March 4.

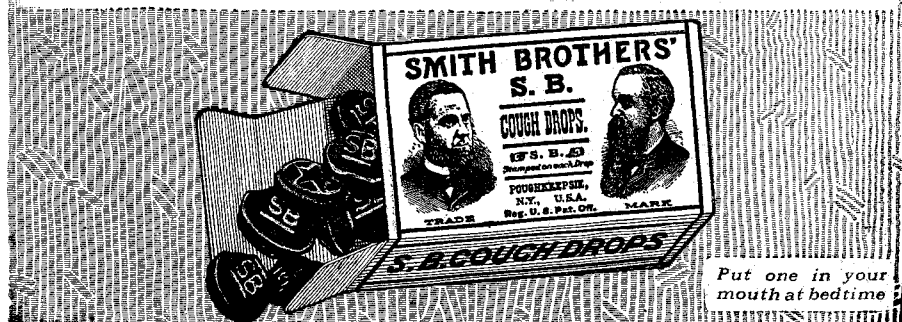
December 23.—The annual pension bill



If silence is golden,
a Cougher is made of brass

Philosophy, romance, essay,
Are drowned by the barks of the jay
Whose manners need violence
To teach him that "silence"
In public 'tis best to obey.

Drop that Cough
SMITH BROTHERS
of Poughkeepsie
FAMOUS SINCE 1847



Men Learn Way to Whiter Teeth -by this New Test



PLACE a small quantity of Revelation Tooth Powder in your hand. Wrap a clean handkerchief or piece of sterilized gauze around your finger. Dip this into water and then into the powder, and rub any stain on any tooth. See how easily the stain is removed. Or brush all your teeth with "Revelation" and see how quickly they become pearly white.



Revelation Tooth Powder gives double service. Cleansing and beautifying the teeth, this prophylactic "liquid" powder simultaneously arrests fermentation. Fermentation is the basic cause of tooth and gum troubles, hastening decay, making the gums soft, opening the way to pyorrhea.

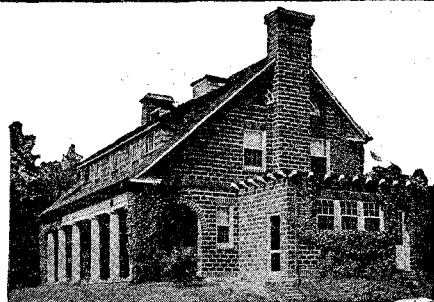
The Dental profession has found that the ideal dentifrice is that which also hardens the gums. Consequently more dentists every year are prescribing "Revelation".

All the ingredients of "Revelation" are beneficial. Consequently it is sold at drug and toilet counters with a Money Back guarantee. Regular price 35c. If your dealer cannot supply you, we will serve you by mail.

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N-10

CURRENT EVENTS

Continued

carrying a total of \$265,000,000, or over \$14,000,000 less than last year, is passed by the House unanimously. Estimated disbursements provided under the bill are: Civil War, \$251,612,192; War of 1812, \$21,145; Mexican War, \$840,439; Indian Wars, \$2,168,915; Spanish-American War, \$5,844,360; World War, \$36,754.

DOMESTIC

December 21.—Samuel F. Gompers, president of the American Federation of Labor, speaking before the Senate Judiciary Committee, urges Congress to release all prisoners held for violation of the Espionage Act. Mr. Gompers told the Committee that all European countries have given amnesty to prisoners for offenses similar to those for which "these men are still held in the jails of the United States."

December 22.—The new Kansas Court of Industrial Relations in a complaint brought by employees against a milling company which recently closed down, holds that employers of workmen in essential industries in Kansas must arrange to take care of their skilled and faithful employees during times of depression.

Construction work on State industrial projects inspired by the Non-Partisan League of North Dakota is ordered suspended by the industrial commission of that State. This is a result of a law passed at the recent election, doing away with the compulsory deposits of public funds in the Bank of North Dakota. Work had already started on a grain elevator, flour mills, and about sixty residences.

American shipowners and operators enter a strong protest with the acting Commissioner of Internal Revenue against the recent ruling of the Attorney-General that ships under American register are not entitled to carry intoxicating liquors for beverage purposes. The shipping men produce evidence to show that the "dry" order against American ships would prove disastrous to their earning powers.

An organization for the purpose of combating Sunday blue-law propaganda is incorporated in New York. It will be known as the Anti Blue Law Association.

A wage reduction of 22½ per cent. for the 35,000 cotton-mill operatives in Fall River, Massachusetts, is announced.

December 23.—Secretary of the Treasury Houston, appearing before the Senate Finance Committee, declares himself against the restoration of the War Finance Corporation and predicts a deficit of \$2,100,000,000 in government finances this fiscal year and \$1,500,000,000 the coming year. Mr. Houston also opposes the extension of the talked-of billion dollar credit to Germany and expresses the view that new sources of revenue must be found and no new burdens imposed on the Treasury.

An earthquake of considerable violence, accompanied by a rumble as of thunder is reported from Tennessee.

Mine operators at a conference in Philadelphia reject the demands of the hard-coal mine-workers for additional wage increases, a minimum of six dollars a day labor rate, and the establishment of the universal eight-hour

day. The mine operators refuse to reopen the award of the United States Anthracite Coal Commission.

Twenty-four Russian radicals arrested last winter during raids of the Department of Justice on Communist party headquarters in various cities, are deported on the *Imperator*. They will be taken to a port in Latvia.

December 25.—Women voters of the country are called upon by speakers at the Women's Peace Society in Washington to defeat Senators and Representatives in Congress who favor large armaments.

December 26.—Unofficial and informal negotiations are said to have been going on for more than a week in Washington looking to some kind of working agreement between the United States and Canada, Australia, New Zealand, and South Africa, with a view to maintaining a united front against Japanese immigration.

Establishment of central markets for perishable food products in all large cities and the setting up of a Federal licensing system applicable to all dealers in such foods at those markets is proposed by the Federal Trade Commission in its annual report. The Commission's conclusions are based on many months' investigations, and it is declared that Federal action is necessary to obtain effective regulation and to avoid unfair and wasteful practices.

December 27.—Secretary Houston tells the Senate Committee on Finance that the Soldier Bonus Bill passed by the House at its last session would cost the nation \$2,300,000,000 if it became law.

Homeopathy

("When deprest it is often better to eat than to drink."—W. M. Gallichan, in *The Daily Mail*.)

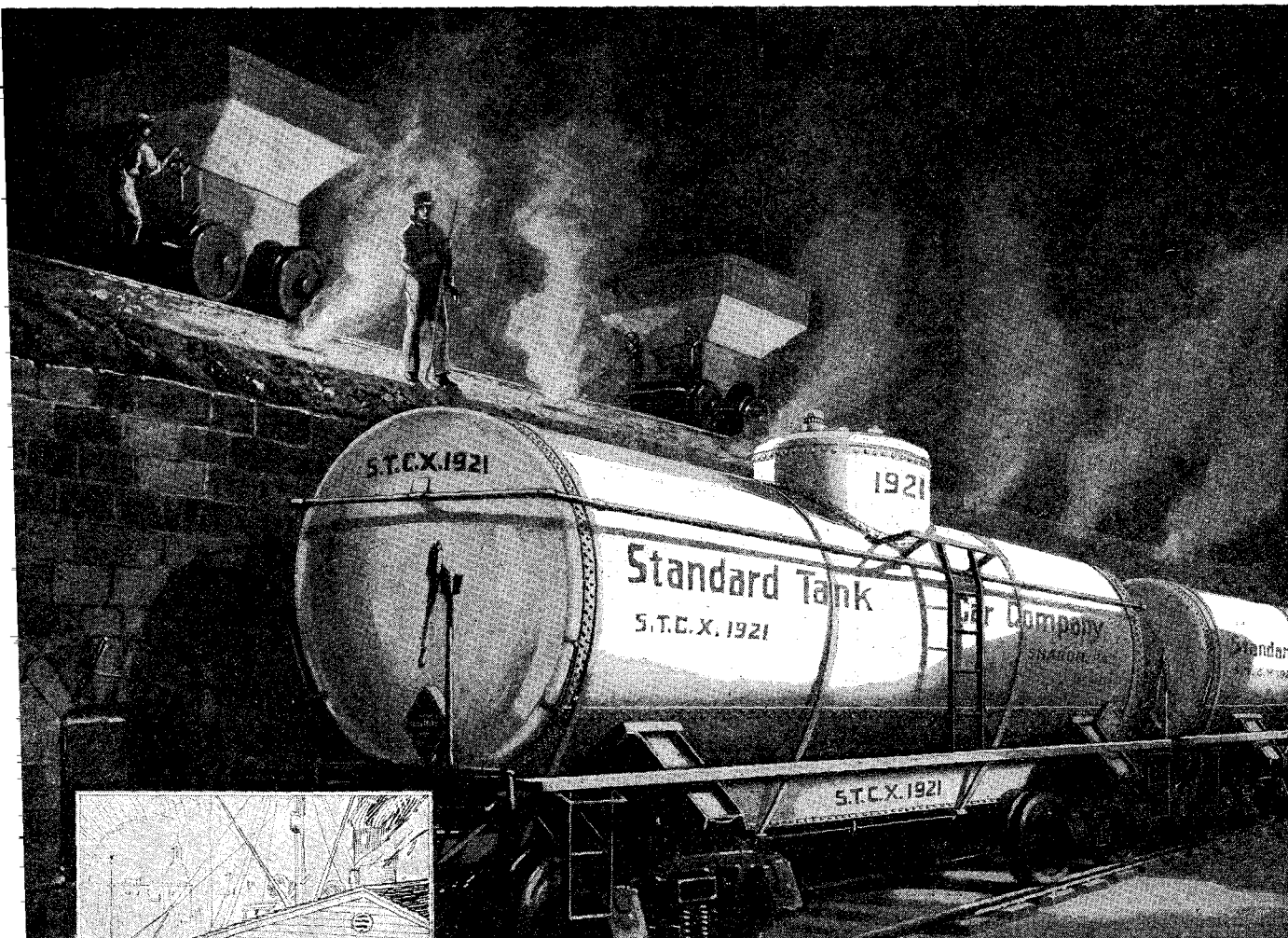
When I'm feeling deprest (just as you are),
When I'm down, as it were, in the dumps,
When I'm sick of my life
And my work and my wife,
And am wearing an out-size in humps—
Shall I call for Buchanan or Dewar?
Or any of that little lot?
Shall I cast out the blues
With a bottle of booze—
I shall not.

I am giving up drowning my sorrow,
For (apart from the strain on my purse)
The effect doesn't last,
And when once it has passed
I am frequently very much worse.
I've a horrible head on the morrow
And am in a more mis'erable mood;
So in future, I think,
I must give up the drink—
And try food.

When I'm mournful or morbid or tearful,
I shall cheer myself up with some cheese,
Or a chop, or a steak,
Or a Banbury cake—
They are wonderful stimulants, these.
I have made up my mind to be cheerful
I shall do as *The Mail* has decreed.
I sha'n't turn to the eup
When I'm feeling fed up—
I shall feed.

DESMOND CARTER in *The Passing Show* (London).

Frequent Reminders.—"You only kiss me now when you want money."
"Gracious, George, isn't that often enough?"—*The Bulletin* (Sydney).



Preserving the Strength of the Giants of the Forests

SOME see tragedy in the felling of great trees. They are giants laid prostrate. But man needs them in his work, and he has devised means to conserve their strength in lumber, timber, ties, posts, poles, piling and wood blocks.

The treatment for preserving these woods is with creosote, a product of coal-tar. Imagine the great quantities of creosote required in preparing structural timbers, piles for docks, telephone and telegraph poles, wood blocks for streets and floors, and so forth, and then think how easily and quickly the tank car provides them.

Standard Tank Cars are known everywhere as the standard of liquid transports, for they are built with a care to their strength and endurance such as nature provides in the growing of her great trees.

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THE • SPICE • OF • LIFE

Essentially So.—Our idea of a non-essential industry is a corkscrew factory.—*Bristol (Va.-Tenn.) Herald-Courier.*

In with the "A's."—Austria is sure to be among the first nations in the League—alphabetically speaking.—*Columbus Dispatch.*

Why?—President Wilson gets \$40,000 for the Nobel peace prize; Jack Dempsey gets \$100,000 for a single fight. Why be a pacifist?—*Columbus Dispatch.*

Overloaded.—A dispatch tells of the collapse of an apartment-house in New York. The rent must have been pretty heavy.—*Bristol (Va.-Tenn.) Herald-Courier.*

Warned.—CLERGYMAN (who has sat down next to slightly intoxicated man)—"Do you allow a drunk on this car?"

CONDUCTOR (low voice)—"It's all right so long as you don't get noisy."—*Gargoyle.*

The Bugamist

A June bug married an angleworm;
An accident cut her in two.
They charged the bug with bigamy;
Now what could the poor thing do?
—*Punch Bowl.*

The Proper Ratio.—"I see by the papers that there are two hundred families for every one hundred apartments."

"Well, it takes the combined income of two families to pay for one apartment these days."—*New York World.*

Suspicious Symptom.—DOCTOR—"He'll be up in a day or two, Mrs. Jones. Why all this distress?"

APPREHENSIVE WIFE—"I was so afraid, doctor; all night he was practising the harp on the bed-rails."—*London Opinion.*

Name Them, Name Them.—There was, however, a good deal of support from banking interests on the general theory that the market was oversold and that guilt-edged stocks were selling under their asset value.—*Financial Columns of the New York Evening Mail.*

Just Missed Perfection.—FIRST COCKY (on horseback)—"That cove ye've had wurkin' for yer arsked me fur a job this mornin'. Was he a steady chap, Ryan?"

SECOND COCKY—"He was. If he'd ha' bin innys stiddier he'd ha' bin motionless."—*The Bulletin (Sydney).*

Easy Explanation.—"I say, Stalker," he said, "you remember you told me you had hunted tigers in West Africa? Well, Captain Smith tells me there are no tigers there."

"Quite right, quite right," said Stalker, blandly, "I killed them all."—*London Opinion.*

Old Friends.—Bobby's mother took him out to the park the other day, and as they stood watching the birds in their enormous cage the little fellow observed a stork gazing at him. "Oh, look, mother," said Bobby. "The stork is trying to see if he remembers me still."—*The Argonaut (San Francisco).*

A Look That Lingers.—Most of us keep at least one eye on the temptation we pray not to be led into.—*Greenville (S. C.) Piedmont.*

Useful Once More.—The most cheerful sign is that counterfeiters are again finding it worth while to make money.—*Richmond (Va.) News Leader.*

Quite True.—"You can't judge people by their name."

"Is that so?"

"One might think from the name that a grass widow was green."—*Lyre*

Mistake Somewhere.—"Ma, did you ever hear a rabbit bark?"

"Rabbits don't bark, dear."

"That's funny! My story-book says that rabbits eat cabbage and bark."—*Wichita Beacon.*

What He Said.—PROFESSOR—"So, sir, you said that I was a learned jackass, did you?"

FRESHIE—"No, sir, I merely remarked that you were a burro of information."—*Boston Transcript.*

Local Fame.—After an absence of four years a certain man went back to visit his old home town. The first four people he met didn't remember him and the next three didn't know he had been away.—*Polo (Mo.) News-Herald.*

Nashville Raps Chicago.—CHICAGO JUDGE—"So you murdered your whole family, eh? Thirty days."

PRISONER—"Don't be so hard on me, your honor. It was just a small family."—*Nashville Tennessean.*

Observant Paw.—"Paw, what is an advertisement?"

"An advertisement is the picture of a pretty girl eating, wearing, holding, or driving something that somebody wants to sell."—*Nashville Tennessean.*

Plenty in Prospect.—"I shall love to share all your trials and troubles, Jack, darling."

"But, Daphne, dear, I have none."

"No, not now, darling; I mean when we're married!"

—*The Passing Show (London).*

Ring Repartee.—"Ah shuah does pity you," said a colored pugilist to his opponent as they squared off. "Ah was bohn with boxin'-gloves on."

"Maybe you was," retorted the other; "and Ah reckon you'se goin' to die de same way."—*Boston Transcript.*

The Sporting Instinct.—Johnny liked ice-cream, but he drew the line at turning the freezer. One day when his mother returned home she was agreeably surprised to find him working away at the crank as tho his life depended on it. "I don't see how you get him to turn the freezer," she said to her husband; "I offered him a dime to do it."

"You didn't go at it in the right way, my dear," replied the husband. "I bet him a nickel he couldn't turn it for half an hour."—*The Argonaut (San Francisco).*

THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications

"H. C. G." Van Wert, Ohio.—"Recently heard an orator use the following: 'Washing had his Tories; Lincoln, his Copperheads; Wilson, his hyphenated citizens.' Can you give me the quotation of which the above is a parody? By whom, and the circumstances under which it was used?"

Patrick Henry, in a speech in the Virginia Convention in 1765, said: "Caesar had his Brutus; Charles the First, his Cromwell; and George the Third ('Treason!' cried the Speaker)—may pass by their example. If this be treason, make the most of it."

"B. E. W." Williamsport, Ind.—"Please inform me as to the usage of the titles *Judge*, *Honorable*. Is either correctly used in speaking to the person who possesses them?"

In the United States it is customary in speaking to a *Judge* (when off the bench) to address him by his title. When in court, he is addressed "Your Honor."

The title *Honorable* is used, frequently abbreviated to *Hon.*, in addressing letters, as to members of Congress. The LEXICOGRAPHER has not heard it used as a form of familiar address in intimate conversation, but he can imagine instances in which persons referring to office-holders or office-holders might very properly speak of *Honorable John Smith*.

"A. T. S." Tulsa, Okla.—"(1) Give me correct pronunciation and meaning of the word *Il Trovatore*. (2) How is *Albuquerque*, Mexico, pronounced? (3) What was the capital of Indian Territory?"

(1) The pronunciation of *Il Trovatore* is tro'ca-to'ri—i's as in police, o's as in go, a as in art. The words mean "The Troubadour." *Albuquerque* is pronounced al'bu-kur'ki—a as in fat, first u as in rule, second u as in burn, i as in habit. (3) Lippincott's Gazetteer gives the capital of Indian Territory as *Tablequah*.

"N. A. E." Washington, D. C.—"Please me the meaning and pronunciation of the cyanamid."

Cyanamid is the name of a white crystalline compound formed variously by the action of cyanogen chloride on ammonia. The word is pronounced sai'an-am'id, or -aid—ai as in aisle, a's as in fat, i as in habit.

"J. C. H." Windber, Pa.—"Kindly tell me if 'All for love, and the world well lost,' is a quotation, and if so, the author."

"All for Love; or the World Well Lost" is a play by Dryden. This is the title under which Dryden produced his drama on the same theme as Shakespeare's "Antony and Cleopatra."

"L. A. B." Randolph, N. Y.—"Please explain the meaning of the term *land-bank*."

A *land-bank* is a bank taking mortgages or in exchange for its notes usable as money, the Massachusetts *land-bank* of 1741.

"J. E. R." Midvale, Utah.—"Kindly tell me when Cecil Rhodes, the South-African politician, died."

Cecil John Rhodes died at Muizenberg, Cape Town, South Africa, March 26, 1902.

"J. H. P." Vedado, Havana.—"Please explain what the abbreviation *c. i. f.* means, as in goods will be sent *c. i. f.* Havana."

The abbreviation *c. i. f.* in the sentence means that the cost, the insurance, and the freight to Havana are included in the price of the goods.

"C. A." Salmon, Idaho.—"In 1894, during the great railway strike centering in Chicago, President Cleveland ordered United States troops to enter the metropolis of the West 'to prevent the obstruction of the mails.'"